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OR,

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ACCOUNT OF THE STARCH MANUFACTURE.

[*By a Manufacturer.*]

To trace the progress of manufactures, to reveal their manipulations and various Combinations, will form a prominent feature of our Work. Information from the Manufacturer is too valuable, emphatically valuable to us, to be refused admittance though as the very ingenious author of the following account modestly suggests "it has already appeared in one of our most respectable Periodical Works;" we are assured that had we not had any power originally over the information, the liberality of the conductor of the work alluded to, would have communicated it to us had we asked him, rather than hesitated in his assent; its being printed before has been the means of detecting some literal errors the correction of which we have made from a private letter of the author in their proper places. We rejoice in the opportunity of giving the most distinct account of Starch making that has yet been presented to the Public; and we hope Mr. Graham's liberality in disclosure will be followed by many of our numerous Readers. We therefore introduce our present Number to our friends with an account of Starch making by Mr. JAMES GRAHAM, of Berwick-upon-Tweed. Ed.

STARCH may be made from a variety of articles:—potatoes in particular, will yield a considerable quantity; but the great labour attending grinding or grating them down has hitherto prevented any great quantity of starch being made from that vegetable. When the potatoes are grated down, they do not require to be laid in steep to ferment after the manner of flour, but must be immediately strained through a sieve; and if the potatoes are of a good quality, the starch will settle to the bottom almost instantly: indeed the operation of straining after the potatoes are grated down cannot be performed too quickly. The produce, however, even from the best, is far

less than most people would imagine; the best potatoes I ever used only produced 4 or 4½ stones of starch from 40 stones of potatoes.

Potatoe starch is not saleable in the shops, not having so long and firm a grain as starch from flour; but if properly made is preferable to all others for blue-makers, as it melts or dissolves so easily, and incorporates with the colour with far less trouble than any other substance whatever.

When starch is made from flour, the wheat is not ground so small as when intended for sale, but ground with a broader flag or bran, as the meal and starch are found to separate more readily from the bran. When laid in to steep as much water must be used as to wet completely the whole meal; in three, four, or five days it will ferment, and in a few days more will settle, and all fermentation cease: after this the stuff is fit to be what is called *washed out*.

The common time allowed to steep is fourteen or twenty days: as much depends on the temperature of the weather, the exact time cannot be ascertained; but it is much better to lie a few days longer than to be washed out one day too soon. This operation is performed by the stuff being taken from the vats and put into a strong round basket, which is set across a tub below a pump: one or two men keep going round the basket stirring up the stuff with strong wooden shovels called *stirrers*, while another keeps pumping water till all the meal is completely washed from the bran, which is emptied into some convenient place to feed hogs: this operation is continued till the vats are emptied of the whole stuff, at the same time that it is strained through the basket into the tub underneath. As fast as the tub fills, it is taken out and strained through hair sieves into what are sometimes called squares, by others frames. It is then suffered to rest twenty-four hours, when the water is drawn off the frame by plugs fixed at different depths. A thin stuff is then found to float above the starch, which is taken off by a tray made of a particular form for that purpose: this is called slimes, and is put into a cistern to feed hogs, by being mixed

with the bran or grains: fresh water is then pumped into the squares, and the whole is wrought up with the stirrers till it is completely incorporated with the water; it is then strained through a fine silk sieve, and suffered to rest and settle twenty-four hours, when the water is again drawn off, and some more slimes will be found floating, or at least in a loose and unsettled state, on the top of the starch: which being carefully removed, fresh water is again pumped on the starch, and the whole is wrought up as before; when it is again put into a silk sieve. It is now suffered to rest for some days,---say four or five,--- till the starch is once more settled in a very firm state at the bottom of the square. It is necessary to observe, if the starch is wanted to be what is commonly called Poland, that is, with the blue shade, during the last time of putting through the silk sieve, a certain quantity of the very best smalts must be mixed with the starch. If the smalts are very good, 2lb. per cwt. may do, and sometimes 3lb., according to the depth of blue wanted; if the best smalts are not used, however fine the colour may appear when in a damp state, it will entirely fly off in the stove, and leave the starch of a dingy hue.

When the starch is found to be completely settled, the water is again drawn off; and if any more slimes are still on the top they are taken off as before, and the starch is now fit for boxing. It is necessary to observe, that the slimes taken off after the starch has been put through the silk sieve are not put into the hog-wash, but are either mixed in some other operation, or again wrought up with water and strained through the silk sieve; when a considerable part of them will be tolerably good starch.

The boxes may be made of different sizes; but they are commonly about four feet long, six inches deep, and twelve inches broad; they are bored full of holes, so that any remaining water may drain from the starch. Thin canvas is cut in such length and breadth as to line all the inside of the box, the intention of which is to bring the starch clean from the box after the water is fully drained.

The boxing is performed by digging the starch out of the square with a spade or shovel, and filling the boxes. The length of time for the starch being in the boxes can only be ascertained by the starch coming to a hard solid body, which is sometimes sooner and sometimes longer. The starch is then taken from the boxes by turning them bottom uppermost on a table or dresser; it is then broken into pieces about four or five inches square, by laying a ruler or round piece of wood underneath the starch, giving the upper side a cut across with a knife; when a small press of the hand will break the starch into such pieces as are designed.

It is then set upon soft bricks, that is, bricks which have been only half-burned in the kiln: the intention of this is to suck the water out of the starch; which if not well done before putting into the stove it will get *horny*, that is the starch will be full of small pieces run together like pieces of horn and will not dissolve afterwards: it is occasioned by the water drying and incorporating with the starch, which forms an insoluble substance; some starch makers call it *cheesy*, as it likewise resembles the hard crust of Suffolk cheese, so that it will neither answer for blue-makers, nor for the purpose of the laundry.

When sufficiently dried on the bricks it is put into the stove, (which is nearly the same as a sugar-baker's,) where it remains some time: the duration must depend on the judgment of the maker, and the degree of heat in the stove. It is then taken out and set on a table or dresser, when all the sides are carefully scraped or pared with a thin knife; after which, it is tied up in paper the same as we see it in the shops; when it is again returned into the stove, and continued with a regular heat night and day till completely dry: it requires some days, but the length of time can only be ascertained by an experienced maker.

It may be necessary to observe, that from the first laying in the meal to steep, till the last operation of taking from the stove to be weighed, the manufacture is constantly under the survey of one or more officers of excise.

Liverpool, September 22, 1808.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

I HAVE read the first Number of your Magazine, and am anxious to contribute my share to the public information. I begin my tender of service to you, with what I confess has often surprised me not a little. The article is of itself but trifling, and the manufacture I understand extremely simple; this increases my surprise at its never being introduced into this place: after this your readers in my neighbourhood will scarcely be astonished when I say that I mean Whiten, or Whitening.

We have lately, Sir, opened a small trade with one or two respectable houses in Newcastle-upon-Tyne, where the article, about which I write, is manufactured in great abundance; the freight from thence, even by sea, is enormous; I am told it pays near twenty pounds per ton, whilst the price of it at Newcastle is not more than forty shillings. To consumers in this town, it is sold, I understand, at the rate of nearly forty pounds for the ton. I have mentioned this circumstance to many of my commercial friends here, and they all express surprise at the statement, but it goes no farther than surprise; I wish for works, not ejaculations; I wish to see manufactories of the article established here, and for that purpose I attempt thus to call the attention of the inhabitants of Liverpool to its discussion.

Another object, Sir, I wish earnestly to recommend to your attention: if the accounts I have almost invariably received, when I have been in London, from several masters of vessels, be true, the NAVIGATION OF THE RIVER leading to Newcastle-upon-Tyne WILL SOON BE DESTROYED, from the carelessness of the Corporation of that town, who are the conservators: from Newcastle, London is principally supplied with coals. Should what I have just hinted at about the navigation of the Tyne being destroyed be well grounded, it presents a fatal stab to the com-

forts of the metropolis by the Corporation of Newcastle: it is a consideration worthy the dignity and omnipotence of parliament, to wrest the conservatorship from them.

This letter, Mr. Editor, may thus answer a more extensive purpose than what I at first intended it; if through your pages I have given a hint to my townsmen, and also may induce the country at large, to enquire into the truth of such a trade as the COAL TRADE being so deeply WOUNDED, I shall be happy: the question at any rate is interesting, and from an abstract of which I am promised the journal of at large, I should sincerely recommend the City of London, or others concerned, to examine with extreme jealousy into the rights and charters of that Corporation. I am an old man, Sir, and whilst I have seen much public iniquity, I have enjoyed much private good; I have learnt to believe that *men in a body* may be selfish, tyrannical, proud, and grasping at *usurped authority*, who in their private circles are the reverse; one stick is easily broken, but its properties become altered by combination.

I am, Sir,
Your's respectfully,
J. C.

We are much obliged by the Hints of our Correspondent; to the object of his first, we shall pay an *early* attention—to those of the other parts of his letter we shall look *minutely;* since receiving this communication, we have ourselves made some enquiry about the members of the Corporation of Newcastle; we understand they have an extensive Latin school, founded by Queen Elizabeth, and a most valuable library of books, under their immediate protection; from this we should conclude that they are liberal men, of extensive views, and possessing a profundity of general information. We should suppose them to rank amongst the first, to clean out rivers, to cut canals, or to support every useful undertaking; their principal export is so necessary an article, that every hint upon the subject becomes interesting. We join therefore with our correspondent in a wish to excite a general enquiry into the subject, and hope to receive communications on this article from some of our numerous friends.

ED.

AN ACCOUNT OF THE CAMELS OF ARABIA,

Together with some interesting Particulars respecting the Caravans of that Country, of Egypt, and of Persia.

THE camel is the most useful beast of burthen in Arabia. The Arabians regard, as a gift from above, this animal, without whose aid they could not exist, traffic, or travel. The milk of the camel is their ordinary nourishment, they also eat its flesh which in their opinion is extremely palatable, particularly that of the young ones; the hair of this useful animal which is fine and soft, and of which each camel has an annual coat, supplies them with materials for the manufacture as well of their clothing as their household furniture. When with their camels, they not only want for nothing but are insensible to fear, since in the course of a single day they can be at the distance of 50 leages from their enemies: all the armies of the world would perish ere they could overtake a troop of Arabs, and thus the latter may attribute the chiefest of their blessings, liberty, to the possession of that invaluable animal. With the aid of his camel, the Arab can not only overcome natural difficulties, but even turn them to his own advantage. An Arab who intends to gain a livelihood by plunder, early accustoms himself to the fatigues of travelling, a deprivation of his natural rest, to hunger, thirst and excessive heat: he at the same time instructs his camels, brings them up and continually exercises them in a similar manner. A few days subsequent to their birth, he bends their legs under their belly, obliges them to remain in a recumbent posture, and while thus situated, burthens them with a tolerable heavy weight which he accustoms them to sustain, and only removes it to give place to a heavier one; instead of letting them feed at their leisure and regularly quench their thirst, he begins by regulating their meals, and by degrees leads them to a considerable distance from home, at the same time gradually diminishing their quota of food. When they have gained a small portion of strength, he exercises them in racing after the manner of horses and thus succeeds in rendering them strong, active, and brisk; in fine, when certain of their having gained sufficient strength, activity, and docility, he loads them with what he deems necessary for his and their subsistence, sets forward with them, unexpectedly arrives upon the confines of the desert, robs the first passengers with whom he meets, pillages lonely dwellings, burthens his camels with his

booty, and if pursued or compelled to make a hasty retreat, it is then that he turns his own and his camel's talents to advantage: mounted upon one of the swiftest of the animals, he leads the troop, moves onwards night and day, scarcely resting, eating or drinking; in about eight days he with ease passes over 300 leagues, and during all that time does not unlade his camels, allowing them only one hour's rest, and a small ball of paste for food, per diem. Thus these wonderful animals frequently continue to travel for the space of nine or ten days together without drinking: but when by chance a pool occurs in the course of their journey, they will be sensible of their approach to the water when more than half a league distant from it; thirst now causes them to redouble their pace, and when arrived at the pool, they not only drink a sufficient quantity to compensate for their long privation but take in as much as will serve them for a considerable time to come. Sometimes it so happens that their journies last for the space of several weeks and their privation of drink equally as long. In Turkey, Persia, Arabia, Egypt and Barbary the conveyance of merchandise is managed solely by means of camels, which is the readiest as well as the cheapest mode. Merchants and other travellers form travelling associations called caravans, in order to avoid the ill usage and piracy of the Arabs; these caravans are often very numerous and are always composed of more camels than men. Each of the camels is laden according to his strength, the extent of which he is so well acquainted with, that if overburdened he will lie down and will not rise unless his load be alleviated. In general the large camels are capable of carrying from 1000 to 1200 weight, and the small ones from 6 to 700.

In these commercial journies, whose extent is oftentimes from 7 to 800 leagues, the drivers do not hurry the camels, regulating their daily motion according to the compass of the journey to be performed; they seldom journey quicker than at the rate of from 10 to 12 leagues each day. Every night their loads are taken off and they are allowed to feed at their leisure; if they meet with a verdant country or a good meadow, the camels in less than an hour take in as much as suffices for their maintenance for twenty-four hours: but rarely do they arrive at such excellent pastures, nor indeed is delicate food very fit for them, as they themselves appear to prefer to the sweetest herbs, thistles, nettles, broom, cashin and other thorny plants, which as long as they can find, they without difficulty dispense with water. This capability of abstaining from drink, is not the result of pure habit, but is rather owing to the formation of the animal's intestines. The camels independant of

the four stomachs common to ruminating beasts, possesses a fifth stomach or pouch, which it uses as a reservoir, its capacity being sufficient to contain a vast quantity of water, and that for a considerable space of time too, pure as when taken in. The other aliments do not mingle with this water, which, when thirsty, the animal raises into its paunch, and even to its windpipe by a simple contraction of the muscles. It is therefore in consequence of this singular conformation that the camel can pass so many days without drinking, and can take in at once a prodigious quantity of water, whose sweet or limpid state is not in the least impaired either by the corporeal liquids or the succulent or solid parts of the food mingling with it in the animal reservoir.

The Cairo is the principal of the Egyptian caravans; it is composed of Egyptians, and all those who come from Constantinople and its environs. This caravan generally departs a month after the Ramazan; the journey lasts six weeks going and the same space of time in returning, besides eight or fifteen days delay at each place. The caravan is so numerous as oftentimes to consist of 100,000 persons and more than that number of beasts; it is under the command of a chief called *Emiradje*. The goods of all such as die during the journey devolve to this man, and he has moreover several other considerable emoluments; being master of the country he dispenses justice as he thinks fit. He generally takes with him from 15 to 1600 camels, not only to carry his own commodities, but to supply those persons with beasts who may stand in need of them. There is a number of janissaries and some pieces of ordnance in his train, and it is to his care that the presents annually sent by the Grand Seignior to Mecca are confided. These presents, which are called the clothing of Mahomet, consist of several pieces of velvet, sattin and damasks embroidered with gold and silver, on some of which large Arabian characters are raised, and all are destined for the mosque of Mahomet. The Grand Seignior employs four camels to carry these presents, which the Mahometans hold in great veneration. The Egyptian caravans are obliged to encamp under tents during the day, and to pursue their journies by night only, on account of the intense heat of the sun. The camels are tied one to the tail of the other, so that there is little or no trouble in leading them.

There are vast numbers of camels in Persia, which constitute a considerable branch of commerce between that country and Turkey. The camels of Persia have but one bunch or hump on their backs, whereas those

of Arabia and the Indies have two. In the southern and eastern parts of the country, the Persians bring up camels for the course; these go at a brisk trot, but so swiftly that a horse in full gallop can hardly overtake them.

Camels' hair, which the Persians denominate *testik*, is in Europe employed in the manufacture of hats and limners' pencils; the best camels hair is to be met with in Caramania and Casbia.

A SUCCINCT ACCOUNT OF THE VARIOUS KINDS OF WINE,

THE PRODUCE OF SPAIN AND PORTUGAL;

Together with a few Observations on the other Productions of those Countries, which contribute to the Support of their Commerce.

THE wines of Spain are of two descriptions, namely, white and red, and are, for the most part, excellent. The greatest quantity of wine is made in the southern parts of the kingdom, and the sale of the article is very extensive, especially among the English and the Dutch. The wines of the Canaries, although not of actual Spanish growth, are to be met with in most of the ports of Spain, and are usually classed with the wines of that country. Although the whole of the Canaries produce excellent wines, the preference is given to those of Palma and Teneriffe. The Dutch and the English carry on the most extensive traffic in the wines of these two islands, the latter annually taking off no less than 16,000 tons of wine; part of which they destine for the northern ports and part for England. Many other nations are engaged in an inferior degree in this traffic. When the vintage proves favourable, Teneriffe annually makes up about 30,000 pipes of Vidonia, or as it is sometimes denominated *Bastard Madeira*, from the similarity of its flavour and appearance to the dry wine of the last mentioned island. Teneriffe also produces a sweet wine, which comes very near Malmsey Madeira: this is sold in the island at about £14, though sometimes as high as £20 per pipe, and the Vidonia at £10 and upwards. The duty paid at the port of London on Teneriffe wines is £107 11*s.* 0*d.* per tun, and the market price of Vidonia at present (duty included) is from £70 to £85 per pipe.

The wine of Chacoli in Biscay is not of a first rate quality. In order to produce this wine the Biscayans ingraft five or six different vines upon the same stalk. Most parts of Biscay abound in these vines, which

border the high roads, generally growing to the height of about three or four feet. The wine in Biscay is sold at a certain price, as regulated by the police, and until the whole produce of the vintage is disposed of, no foreign wine is permitted to be brought into the province; hence it happens that the sole study of the proprietors of vineyards is to collect a large quantity of wine, without attending to quality or flavour, and consequently chacoli has become proverbially despicable in Spain. Indeed the grapes are not allowed to arrive at a state of maturity, but are gathered and squeezed, while sour and nearly devoid of substance: now, if the juice were allowed to collect and meliorate in the grape, if the green fruit were not mingled with the ripe, if the wines were made with the same care as are those of other provinces, this *despicable* chacoli would undergo a proper fermentation, gain strength, acquire a delicious flavour in lieu of its present acid and nauseous taste and would moreover prove equal in every respect (except that of seniority) to the French champaign, which, of its kind, stands at present unrivalled.

The wine of Guidas in Castile is made from cherries, and is a species of ratifia. Foucal wine, which takes its name from a village situate near Madrid, is of a good quality, but it is only reckoned an ordinary wine.

The wines of Val de Penas, Ciudad Real, Ribadavia, and Rioxa, and those called La Mancha are very good, and except in regard to different degrees of colour, are nearly similar in every respect.

The best wines of Arragon are those denominated Garnachas, so called from the species of grape which produces them: the best of all is a red wine named Hospital; it is excellent as to flavour, strength, &c. and is besides a capital stomachic.—Caninea, called likewise white Garnachas is very fine, and is much esteemed.

The wines of Peralta, Tudela, Tafalla, and Arandillo in Navarre, are nearly alike, and are excellent both as to flavour and quality. That of Peralta is well known under the title of Rancio, which it receives when old enough to merit that distinction. To these may be added the wine of Huesca, which is very good.

The wines of Xeres, better known under the name of Sherry, are made at the aforesaid town, which is situated in the province of Andalusia. They are not only dry but sweet: the dry, however, are the most esteemed, more particularly when their face presents a pale straw colour. Many who are in the habit of tasting Sherry have doubtless perceived that there is something in its flavour which partakes of the taste of leather; this is owing to the custom of bringing the wines down

the country in large leathern vessels, or, as the Spaniards call them, *boots*, whence we derive our term butts, which we bestow upon the casks wherein we receive the wines. These wines are shipped at most of the Spanish ports, but particularly at Cadiz, for all parts of Europe, but indubitably the greatest quantity is sent to England. The present prices of Sherry are from £80 to 100 guineas per butt.

In Andalusia are also made sweet and dry wines called Pagarete and San Lucar, and the strong well known red wine, denominated Tinto Rota or Tent, which is an excellent stomachic, and is generally recommended by skilful *accoucheurs*, as being of infinite service to women in child-bed. The Montilla is a dry wine. The territory of Xeres alone annually produces above 60,000 pipes of wine.

In the province of Grenada, is made the celebrated wine called Mountain or Malaga, which is commonly shipped from the port of Malaga. Vast quantities are exported for England and Ireland. It is dry and sweet, and is both red and white. It is a truly delicious wine, and is much esteemed in Great Britain; its prices in the English market, at present, vary from £60 to £80. The sweet Mountain is the most sought after, and is usually employed as a dessert wine. Grenada produces Peroximenes or Pedro Ximenes, which is oftener imported into Ireland than England; it is a very fine flavoured full bodied wine. There is also a kind of Malmsey made in this province, which is exquisite; but that of Maravella is only an ordinary wine.

In Valentia is found Tinto Alicante, a wine much used in France; it is sweet when new, but grows thick and ropy as it becomes aged: it is a good stomachic.

The Benicarlo wine is red, dry and thick; it is often palmed upon the Public by wine dealers as Port wine, to which it is very inferior both in quality and price. An imposition of this sort is to be avoided by observing whether the wine offered have a ruby colour instead of a deep black, a generous flavour, and not that harshness which immediately offends a good palate, if not, it assuredly cannot be Port wine. The wine called Siches and that called Garnache, both made in Catalonia, are exquisite. In the same province are made Tinto de las Montanas or Mountain Tent, and Mataro wine, both of which are sweet, thick, ropy, and unwholesome. The latter is often sold by irreputable traders to private families as tent, but in this respect an experienced wine broker cannot be deceived.

It is almost needless to observe that the wine called Port, of which such vast quantities are consumed in Great Britain, is the produce of

Portugal. The vines, whence it is made, grow upon the banks of the Douro, about 14 or 15 leagues from Oporto, and occupy a space about six leagues in length, and two leagues in breadth. These vineyards produce between 60 and 70,000 pipes of Port, and there are others which yield nearly 6,000 pipes annually. The vine whence we derive our Port, originally grew in Burgundy, but the climate of Portugal, being widely different from that of Burgundy, has caused such an alteration in the grape, that no two wines are more unlike than those which are the produce of each of the above mentioned territories. The wines Di Ranio* are prohibited from being exported to any part of the world except Brasil, but the English factory established at Oporto have sometimes contrived to ship a few pipes to this country.

In the province of Algarva a small quantity of indifferent wine is made, but it constitutes no branch of export trade; indeed Port is the only wine which the Portuguese derive profit from, and it may be truly said to be the grand prop of their Commerce. The wines of Portugal, like those of Biscay, are only sold at the prices annually regulated by the government. As soon as the prices are promulgated, the factory and individuals send in their names to the proprietors of the wines; the whole of the Port wine is shipped at Oporto.

The Brandy of Spain constitutes an article of considerable commerce; it is very inferior to the brandy of France, and is principally used in making up Spanish and Portuguese wines. The brandy of Portugal is nearly the same as that of Spain, very little of it is exported.

Rasins or dried grapes are produced in abundance in all the provinces of Spain. The Valentia and Grenada raisins are certainly the most esteemed of any, the produce of Spain. The mode of drying grapes at Valentia is as follows:—The grapes are first dried in a lye made of vine stalks, the juice issues from the pores of the fruit, and when placed in the open air is crystalised; the raisins are finally exposed to the sun, after which nothing can improve them more than a voyage.

Immense quantities of most excellent barilla, pot-ash, and pearl-ash, chiefly the produce of Alicant, Valentia, Murcia, and part of Grenada, are annually exported from Spain; there is no country in the world whence these articles are to be met with in greater perfection than in this.

The oranges and lemons of Spain are of a very excellent kind, and large quantities are annually exported from the different ports of

* A light Port.

that country for England and Ireland; from September till January is the properest time for shipping these fruits; it is dangerous to speculate in the articles at other seasons.

Spain likewise produces some oil, which is seldom exported, and is often used as a substitute for butter; hemp, which is grown in Grenada, Murcia, and Valentia; senna, which has been preferred to that of the Levant; tobacco of the finest quality; and wool, whose excellent quality is too well known to need any comment.

The fruits of Portugal which are esteemed by foreigners consist of figs, grown in the kingdom of Algarva exclusively, and which are said to be superior to those of Spain and Barbary; almonds far inferior to those of Spain (which are indeed excellent, especially such as are shipped from Valentia); oranges and lemons, more noted for their quantity than their quality; and some wools.

A CORRECT TABULAR STATEMENT OF THE

REAL AND IMAGINARY MONIES OF THE WORLD,

Together with their Value in British Sterling.

PREVIOUSLY to entering upon this statement, it may be necessary to say a few words tending to elucidate our plan, and to convey to our Readers some information, not, we trust, wholly useless or uninteresting, relative to the origin of the use of money, and the difference which exists between *real* and *imaginary* currency.

In the earliest ages the ordinary way of traffic was no doubt, by exchanging one commodity for another; but in process of time it was found necessary to have some common standard, according to which all other things should be estimated. The first account we have of money is in the time of Abraham, who paid four hundred shekels for a burying-place. Money being a common measure for reducing merchandise to a balance. The Greeks called it νομισμα, (whence the term *numismatics* as being established by *law* (νομος); it was called *pecunia* by the Latins, either because the wealth of those days consisted in cattle, *(pecus)* or, according to Pliny, that their first coin was stamped with the figure of a cow; they also called it *moneta*, because, when the Romans wanted money, Juno *admonished* them to use justice, and there should be no want of money; hence she received the title of Juno Moneta, and money was coined in her temple. In process of

time money was made a goddess called Dea Pecunia, under the figure of a woman holding a balance in one hand and a cornucopia in the other. Numa Pompilius made money of wood and leather. The first silver money coined by the Romans was in the year of Rome 484, and their first golden coinage in 546. Among the Ancient Britons iron rings or iron plates were used for money; among the Lacedemonians iron bars quenched in vinegar. Seneca observes that anciently stamped leather was used as money; a circumstance which occurred in England in the time of the Barons' wars; and the Hollanders coined great quantities of pasteboard in 1574.

The impression on coins has been various in different ages and countries. As to the figure of the coin, it is either round, as in England, multangular or irregular, as in Spain,—square, as in some parts of the East Indies,—or nearly globular, as in others.

Money at present is either *real* or *imaginary*. Real money includes all coins whether of gold, silver, copper, or the like. Imaginary money or money of account, is that which does not exist in real specie, but is a denomination invented or retained to facilitate the stating of accounts, by keeping them still on a permanent basis, not to be changed like currency, which the authority of the Sovereign raises or depresses according to the exigencies of the state.

With regard to imaginary or nominal monies hereafter quoted, their *actual* value in *British sterling* is placed opposite to them, uninfluenced by the fluctuations which are the result of a favourable or adverse rate of exchange.

GREAT BRITAIN.

Imaginary Money.	*L.*	*s.*	*d.*
Pound	0	20	0
Real Money.			
GOLD.			
Guinea	1	1	0
Half do.	0	10	6
Seven Shilling Piece	0	7	0
SILVER.			
Dollar	0	5	0
Crown	0	5	0
Half Crown	0	2	6
Shilling	0	0	12
Sixpence	0	0	6

COPPER.	*L.*	*s.*	*d.*
Twopence	0	0	2
Penny	0	0	1
Halfpenny	0	0	0½
Farthing	0	0	0¼

IRELAND.

Imaginary Money.

As in England.

Real Money.

GOLD.			
Guinea	1	2	2
SILVER.			
Shilling	0	1	1

And so of the rest.

EAST INDIES.

Imaginary Money.

Budgrook 27/100
Reel 27/400

Real Money.

GOLD.

	L.	s.	d.
Rupee at Goa, Malabar, &c.	1	16	0
Do. at Guzurat, Surat, &c.	1	15	0
Do. at Bombay, &c.	1	13	9
Paru	0	18	0
Pagoda at Madras, &c.	0	9	0
Do. at Bombay, &c.	0	7	10½
Do. at Bengal, &c.	0	3	9

SILVER.

English Crown	0	5	0
French Ecu	0	5	0
Rial	0	5	0
Tangu	0	4	6
Dollar	0	4	6
Rupee at Bengal, &c.	0	2	6
Do. at Bombay, &c.	0	2	3
Fiano	0	1	6½
Xeraphim	0	1	4½
Futal	0	2	6
Sooco	0	1	3
Fanam at Madras	0	0	3
Do. at Guzurat, &c.	0	0	1⅞
Pical	0	0	2½
Ana at Guzurat, &c.	0	0	7½
Do. at Bengal, &c.	0	0	1½
Quarter	0	0	6¾
Viz	0	0	2¼
Vintin	0	0	1⅞
Laree	0	0	5⅝
Satalecr	0	0	7½

COPPER.

Pice at Bengal, &c.	0	0	0½
Do. at Bombay, &c.	0	0	0⅞
Do. at Madras, &c.	0	0	0¾
Do. at Guzurat, &c.	0	0	0½
Fanam	0	0	0⅜
Viz at Bengal, &c.	0	0	0¾
Do. at Madras, &c.	0	0	0⅛
Cash	0	0	0⅛
Peca at Gon, &c.	0	0	0⅞
Do. at Guzurat, &c.	0	0	0⅜
Fette	0	0	0⅝
Cori	0	0	0

UNITED STATES OF AMERICA,

Real Money.

GOLD.

	L.	s.	d.
Eagle	2	4	0
Half Eagle	1	2	0
Quarter Eagle	0	11	0

SILVER.

Dollar in Georgia and South Carolina	0	4	6
Do. in New England and Virginia	0	6	0
Do. in Delaware, Maryland, New Jersey, & Pensylvania	0	7	6
Do. at New York, and in North Carolina	0	8	0

Half Dollar, Quarter Dollar } In each State proportionable to the value in which the Dollar is held.

Disme, equal to 1-10th of a Dollar's value.

Half Disme, equal to 1-20th of a Dollar's value.

COPPER.

Cent, equal to 1-100th part of a Dollar.

FRANCE.

Imaginary Money.

	L.	s.	d.
Livre	0	0	10
Franc	0	0	10
Decime	0	0	1
Centime	0	0	0⅛
Florin	0	1	0½
Pistole	0	8	4
Piette	0	0	0⅝

Real Money.

GOLD.

Louis	1	0	0
Guinea	1	1	0
Moidore	1	7	0

SILVER.

Ducat	0	8	9
Six Livre Piece	0	5	0
Ecu	0	5	0
Five Franc Piece	0	4	2
Three Livre do.	0	2	6

	L.	s.	d.
Thirty Sol do.	0	1	3
Twenty-four Sol do.	0	1	0
Fifteen Sol do.	0	0	7½
Twenty Sol do.	0	0	6
Six Sol do.	0	0	3

COPPER.

Double Sol Piece	0	0	1
Six Liard do.	0	0	0⅔
Sol	0	0	0½
Two Liard	0	0	0⅓
Liard	0	0	0¼
Denier	0	0	0$\frac{1}{24}$
Dardene	0	0	0⅛

BRITISH WEST INDIES.

Imaginary Money.

Pound	0	14	3
Shilling	0	0	8$\frac{11}{20}$
Penny	0	0	0$\frac{17}{240}$
Halfpenny	0	0	0$\frac{17}{480}$

Real Money.

GOLD.

Guinea	1	1	0
Pistole	0	16	9

SILVER.

Crown	0	5	0
Dollar	0	4	6
Bit	0	0	5⅝

FRENCH WEST INDIES.

Imaginary Money.

Livre	0	0	7$\frac{1}{16}$
Half Sol	0	0	0$\frac{1}{672}$

Real Money.

GOLD.

Louis d'Or	1	0	0
Pistole	0	16	9

SILVER.

Ecu	0	4	10½
Dollar	0	4	6
Scalin	0	0	5⅛
Half Scalin	0	0	2$\frac{1}{16}$

COPPER.

Sol	0	0	0$\frac{117}{120}$

NETHERLANDS.

Imaginary Money.

Pound Flemish	0	9	0
Florin	0	1	6
Scalin	0	0	
Grote	0	0	0$\frac{1}{10}$

Real Money.

GOLD.

Ducat	0	9	3

SILVER.

Scalin	0	0	6$\frac{1}{10}$

COPPER.

Petard	0	0	0$\frac{1}{10}$
Urcle	0	0	0$\frac{2}{10}$
Penningen	0	0	0$\frac{2}{110}$

HOLLAND.

Imaginary Money.

Flemish Pound	0	10	6
Penningen	0	0	5$\frac{11}{120}$

Real Money.

GOLD.

Reyer	1	4	6
Half Reyer	0	12	3
Ducatoon	0	7	6
Florin	0	2	7$\frac{1}{10}$

SILVER.

Rix Dollar	0	4	4$\frac{1}{10}$
Dry Guilder	0	5	3
Guilder	0	1	9
Schilling	0	0	6
Stiver	0	0	1$\frac{1}{20}$

COPPER.

Grote	0	0	0$\frac{11}{40}$

POLAND AND PRUSSIA.

Imaginary Money.

Rix Dollar	0	3	6
Ducat	0	9	4

Real Money.

GOLD.

Golden Fredrick	0	17	6

SILVER.

Florin	0	1	2
Ort	0	0	8$\frac{3}{5}$
Tinse	0	0	7
Coustic	0	0	2$\frac{1}{2}$

COPPER.

Grosh	0	0	0$\frac{1}{2}$
Shelon	0	0	0$\frac{1}{4}$

SWITZERLAND.

Imaginary Money.

	L.	s.	d.
Livre at St. Gall, &c.	0	2	6
Do. at Bern, &c.	0	2	0
Sol at do.	0	0	1½
Do. at St. Gall, &c.	0	0	1½

Real Money.

SILVER.

Crown	0	4	6
Rix Dollar at Basil, &c.	0	4	6
Do. at St. Gall	0	4	3
Gulden	0	2	6
Gould	0	2	0
Fine Batzen at St. Gall	0	0	2⅞
Do. at Basil, &c.	0	0	2¾
Coarse Batzen at St. Gall	0	0	2
Do. at Basil	0	0	1⅞
Batzen	0	0	2⅜
Gros	0	0	2
Plaperct	0	0	1½

COPPER.

Creutzer	0	0	0½
Fening	0	0	0⅛
Heller	0	0	0$\frac{1}{16}$
Denier	0	0	0$\frac{1}{10}$
Rapen	0	0	0$\frac{1}{24}$

GERMANY.

Imaginary Money.

Flemish Pound	0	11	3
Rix Dollar	0	3	6
Marc at Hamburgh, &c.	0	1	6
Do. at Berlin, &c.	0	0	9⅓
Fening at Hanover, &c.	0	0	0$\frac{7}{18}$
Do. at Frankfort, &c.	0	0	0$\frac{7}{30}$
Heller	0	0	0$\frac{7}{56}$
Sexling	0	0	0$\frac{7}{72}$
Denier	0	0	0$\frac{7}{270}$
Tryling	0	0	0$\frac{7}{1215}$

Real Money.

GOLD.

Ducat at Hambro'	0	9	4½
Do. at Frankfort, &c.	0	9	4

SILVER.

Hard Dollar	0	4	8
Rix Dollar	0	4	6
Slet Dollar	0	3	0
Double Guelder	0	4	8
Guelder	0	2	4
Half Guelder	0	1	2
Albertus	0	4	2
Gould	0	2	4
Florin	0	1	2
Copstach	0	0	8⅝
Ort Gould	0	0	7
Guilder	0	0	2½
Groshen	0	0	1½
Grosh	0	0	1$\frac{5}{20}$
Batzan	0	0	1$\frac{11}{24}$
Keyser Gros	0	0	1⅜
Schilling Lub	0	0	1⅛
Plapeck	0	0	2$\frac{1}{10}$
Stiver	0	0	0$\frac{7}{10}$

COPPER.

Marien	0	0	1½
Abras	0	0	0$\frac{7}{10}$
Groshen	0	0	0$\frac{7}{15}$
Polchen	0	0	0$\frac{7}{30}$
Creutzer at Frankfort, &c.	0	0	0$\frac{7}{15}$
Do. at Cologne, &c.	0	0	0$\frac{21}{30}$
Fenning	0	0	0$\frac{7}{8}$
Dryer at Prague, &c.	0	0	0$\frac{7}{30}$
Do. at Dresden, &c.	0	0	0$\frac{7}{15}$
Do. at Vienna, &c.	0	0	0$\frac{7}{10}$
Grosh	0	0	0$\frac{7}{15}$
White Grosh	0	0	0$\frac{7}{15}$
Phennig	0	0	0$\frac{7}{32}$
Dutes	0	0	0$\frac{7}{60}$
Albus	0	0	0$\frac{7}{40}$

SWEDEN AND LAPLAND.

Imaginary Money.

Runetic	0	0	0$\frac{7}{30}$

Real Money.

GOLD.

Ducat	0	9	4

SILVER.

Rix Dollar	0	4	8
Silver do.	0	1	6⅔
Caroline	0	1	2
Silver Marc	0	0	4⅔

COPPER.

Dollar	0	0	6⅔
Marc	0	0	1⅓
Stiver	0	0	0$\frac{7}{15}$

DENMARK AND NORWAY.

Imaginary Money.

	L.	s.	d.
Crown	0	1	3
Rix Ort	0	0	4½
Schilling	0	0	0$\frac{1}{32}$

Real Money.

SILVER.

Ducat	0	5	10$\frac{7}{8}$
Hat Ducat	0	9	0
Rix Dollar	0	3	11½

COPPER.

Rix Marc	0	0	0½
Slet Marc	0	0	0$\frac{1}{2}$
Duggen	0	0	0$\frac{1}{15}$

LIVONIA.

Imaginary Money.

Albertus	0	4	2$\frac{1}{15}$
Rix Dollar	0	3	6

Real Money.

SILVER.

Florin	0	1	2
Marc	0	0	2$\frac{1}{2}$

COPPER.

Plate Dollar	0	5	0
Whiten	0	0	0$\frac{14}{15}$
Vording	0	0	0$\frac{7}{10}$
Grosh	0	0	0$\frac{7}{15}$
Blacken	0	0	0$\frac{7}{30}$

ITALY.

Imaginary Money.

Ounce	0	7	8$\frac{1}{13}$
Stamped Crown	0	6	0
Ducat of Exchange	0	4	4
Do. of Naples	0	3	4
Scudi of do.	0	4	3
Lire at Turin, &c.	0	1	3
Do. at Bologna, &c.	0	1	0
Do. at Leghorn, &c.	0	0	8$\frac{1}{2}$
Do. at Genoa, &c.	0	0	8$\frac{1}{2}$
Do. at Venice, &c.	0	0	6$\frac{3}{4}$
Do. at Milan, &c.	0	0	8$\frac{7}{11}$
Pezzo	0	4	2
Florin of Exchange	0	1	6$\frac{8}{13}$
Florin	0	0	9
Gros	0	0	2$\frac{1}{2}$

Real Money.

GOLD.

Pistole at Milan, &c.	0	16	0
Do. at Bologna, &c.	0	15	6
Do. at Sicily, &c.	0	15	4
Do. at Turin, &c.	0	16	3
Do. at Genoa, &c.	0	14	4
Chequin at Venice	0	9	2
Do. at Rome, &c.	0	9	0
Genouine	0	6	5$\frac{1}{2}$
Ducat at Leghorn, &c.	0	5	2$\frac{1}{2}$
Do. at Sicily, &c.	0	3	4
Piastro	0	4	2

SILVER.

Ducatoon	0	5	3
Crown	0	5	0
Scudi	0	4	3
Do. at Milan, &c.	0	4	2$\frac{1}{2}$
Do. at Turin, &c.	0	4	6
Philip	0	4	4$\frac{1}{2}$
Croisade	0	3	7
Ducat at Venice, &c.	0	3	5$\frac{1}{4}$
Testoon at Rome, &c.	0	1	6
Do. at Naples, &c.	0	1	4
Quito	0	0	5$\frac{5}{8}$
Julio	0	0	6
Stamped do.	0	0	7$\frac{1}{2}$
Chevolet	0	0	1$\frac{14}{15}$
Carlin in Sicily, &c.	0	0	1$\frac{1}{13}$
Do. at Naples, &c.	0	0	4
Tarin at do.	0	0	8
Tarin at Sicily, &c.	0	0	3$\frac{1}{13}$
Paulo	0	0	5$\frac{1}{2}$

COPPER.

Denari	0	0	3$\frac{3}{11}$
Quatrini	0	0	0$\frac{2}{11}$
Soldi	0	0	0$\frac{1}{11}$
Picoli	0	0	0$\frac{1}{22}$
Grain	0	0	0$\frac{1}{11}$
Pouli	0	0	0$\frac{1}{20}$
Bayoc at Rome, &c.	0	0	0$\frac{1}{2}$
Do. at Bologna, &c.	0	0	0$\frac{1}{2}$

SPAIN.

Imaginary Money.

Pistole	0	14	4
Ducat at Barcelona, &c.	0	6	2$\frac{1}{2}$
Do. do.	0	6	9
Do. do.	0	5	10$\frac{7}{8}$
Do. at Madrid, &c.	0	4	11½
Piastre	0	3	7
Maravedie	0	0	0$\frac{23}{272}$
Rial Vellon	0	0	0$\frac{1}{12}$

Real Money.

GOLD.

Piece of four Pistoles	3	7	3

	L.	s.	d.
Double Pistole	1	13	7½
Pistole	0	16	9
SILVER.			
Dollar	0	4	6
Piaster	0	3	7
Piastrive	0	0	10½
Rial at Barcelona, &c.	0	0	6½
Do. at Madrid, &c.	0	0	5⅝
Soldo	0	0	3⅝
COPPER.			
Quartil	0	0	0⅜
Ochavo	0	0	0$\frac{11}{128}$
Maravedie	0	0	0$\frac{47}{256}$

It is to be observed, that in Spain they have new money and old: the old current in Seville, Cadiz, Andalusia, &c. is worth 25 per cent. more than the new current at Madrid, Bilboa, &c. This difference is attributable to the conduct of Charles II. of Spain, who to prevent the exportation of money, raised it 25 per cent., which, however, he was only able to effect in part, several provinces retaining the ancient rate.

PORTUGAL.

Imaginary Money.

Crusade	0	0	10
Testoon	0	0	7½
Vintim	0	0	0$\frac{3}{4}$

Real Money.

GOLD.

Joanese	1	7	0
Moidore	1	1	0
Milrea	1	0	0
SILVER.			
New Cruzada	0	2	6
COPPER.			
Vintim	0	0	0½
Reis	0	0	0$\frac{1}{24}$

TURKEY.

Imaginary Money.

Aper	0	0	0½
Piastre	0	4	0

Real Money.

GOLD.

Xeriff	0	10	0
SILVER.	L.	s.	d.
Caragrouch	0	5	0
Soleta	0	1	0
Ostic	0	0	6
Bestic	0	0	3
Parac	0	0	1½
COPPER.			
Mangou	0	0	0$\frac{1}{6}$

ARABIA.

Imaginary Money.

Tomond	3	7	6
Piastre	0	4	6

Real Money.

SILVER.

Sequin	0	7	6
Dollar	0	4	6
Abyss	0	1	4½
Larin	0	0	10½
COPPER.			
Comaskee	0	0	0$\frac{3}{4}$
Caveer	0	0	0$\frac{27}{40}$
Carret	0	0	0$\frac{1}{8}$

PERSIA.

Imaginary Money.

Tomond	3	6	8

Real Money.

GOLD.

Bavello	0	16	0
Or	0	6	8
SILVER.			
Abashee	0	1	4
Larin	0	0	10
Mamoda	0	0	8
Shakee	0	0	4
COPPER.			
Bisti	0	0	1½
Cos	0	0	0½

EGYPT.

Imaginary Money.

Pargo Dollar	0	10	6
Piastre	0	4	0

Real Money.

GOLD.

Sultanin	0	10	0

SILVER.	L.	s.	d.
Crown	0	5	0
Ecu	0	5	0
Dollar	0	4	6
Italian Ducat	0	3	4
Medin	0	0	1½
COPPER.			
Asper	0	0	0⅓

BARBARY.

Real Money.

GOLD.			
Pistole	0	16	10½
Chequin	0	8	4
SILVER.			
Dollar	0	4	2
Chequin	0	3	4
Dollar	0	4	6
Double	0	1	1½
Rial	0	0	6½
Medin	0	0	1½
COPPER.			
Asper	0	0	0⅓

MOROCCO.

Real Money.

GOLD.			
Pistole	0	16	8
Xequin	0	9	0
SILVER.			
Dollar	0	4	8
Medio	0	4	8
Quarto	0	2	4
Octavo	0	1	2
Ounce	0	0	8
Blanquil	0	0	2
COPPER.			
Fluce	0	0	0½

CHINA.

Imaginary Money.

Talc	0	6	8
Caxa	0	0	0⅓

Real Money.

SILVER.			
English Crown	0	5	0
French Ecu	0	5	0
Dollar	0	4	6
Rix Dollar	0	4	4½
Rupee	0	2	6
Mace	0	0	8
COPPER.			
Candareen	0	0	0⅕

JAPAN.

Imaginary Money.

Cattee	65	19	6

Real Money.

GOLD.			
Double	12	11	4
Japanese	6	5	8
Ounce	3	2	10
Ingot	0	9	8
SILVER.			
Talc	0	6	8
Ounce	0	4	10
Mace	0	0	4
COPPER.			
Piti	0	0	0⅕

In addition to the Monies already quoted, there are fruits and shells of different descriptions, which pass current as money, in various parts of the world.

The shells current for coins, are:—1st, Cowries brought from the Maldives, and which pass for ⅓ of a penny. The natives of the African coast, call them Bouges. 2nd, Porcelain, in America, a shell nearly on the same footing with the cowrie. 3rd, Zimbi, current in some parts of Africa.

The fruits current for coins, are:—1st, Cocoa, among the Americans, fifteen of which are esteemed equivalent to a Spanish rial. 2nd, Maize

3rd, Almonds used in the East Indies where cowries are not current. The value of these is higher or lower, according as the year is more or less favourable to this fruit; in a common year an almond is worth $\frac{1}{4}$ of a farthing.

For real utility the following short table will answer almost all practical purposes with regard to real money, as far as relates to Europe.

	English Money.		
	l.	*s.*	*d.*
Florin of Germany	0	1	10
Do. of Austria	0	2	2
Rix dollar, Prussia	0	3	4
Dollar of North America	0	4	6
Guinea of England	1	1	0
Rix dollar of Denmark	0	4	9
Piastre of Spain	0	4	5
Lira of Italy	0	0	$8\frac{1}{2}$
Scudi of Rome	0	4	7
Ducat of Naples	0	3	7
Rouble of Russia	0	3	4
Rix dollar of Sweden	0	4	$10\frac{1}{2}$

VIEW OF HIS MAJESTY'S ORDERS IN COUNCIL, AND THE EXISTING TRADE WITH HOLLAND.

AT a time when the persevering tyrant of the Continent is spreading blood and desolation through the most populous and flourishing kingdoms, and devising new means of extirpating trade and commerce, more particularly with a view of distressing this nation, the only one capable of withstanding his machinations, and which has for ages been celebrated for its trade and manufactures, unrivalled in every market throughout the known world; it must be a pleasing matter of information, to the trading and mercantile interest, to learn that the Thames is still variegated with the colours of thousand merchant vessels from almost all parts of the globe; and on the other hand, all the foreign markets, still expose our British manufactures to sale, where they always carry an eager demand. How this is managed under the imperial decrees of the French emperor to all his vassal states, having their ports guarded by the most vigilant military custom-house officers, must appear a matter of surprise to many, and still more so, when our own

orders in council carry with them an equal rigour against the enemy. Holland has long been noted for its commerce, and even at present considerable importations and exportations are made to that part of the Continent under neutral and even their own colours, by the sanction of the British government, and the wise regulations and modifications of his Majesty's orders in council of 11th November, 1807, for imposing the restrictions of blockade. As the explanation thereof must be highly interesting to all those concerned in traffic with the Continent, and be useful as a matter of reference for the merchant, we will first give a brief view of those orders in council, with an explanation of various exceptions therefrom, to give encouragement to our manufactures and colonial produce to the disadvantage of the enemy.

The first order in council of 11th November, after reciting the measures taken by the French government, which declared "the British islands in a state of blockade, and all trade in English merchandise prohibited, and every article of merchandise belonging to England or coming from her colonies or of her manufacture, lawful prize," and further reciting that the different nations in alliance with, or under the controul of France, having given effect to those measures. His majesty in order to support that maritime power which the exertions and valour of his people have established, directs, by and with the advice of his privy council, that all the ports and places of France and her allies; of any country at war with his majesty; all ports and places from which, although not at war with his majesty, the British flag is excluded; and all ports and places in the colonies belonging to his majesty's enemies, shall from henceforth be subject to the same restrictions in point of trade and navigation, as if they were actually blockaded by his majesty's naval forces.

Conformably with this declaration, it is ordered, that all trade in articles, the produce and manufacture of those countries or colonies shall be deemed unlawful, and that every vessel trading from, or to those countries or colonies, together with all goods and merchandise on board, and all produce and manufacture of those countries and colonies shall be captured and condemned as prize. But in order that neutrals may still be able to furnish themselves with colonial produce for their own consumption and supply, and in order to leave open for the present such trade with the enemy as shall be carried on from the king's dominions or those of his allies, the following exceptions have been made from the general prohibition of ships and goods going to an enemies port.

By a further ORDER OF COUNCIL, dated 25th November, 1807, for amending the first order of council of 11th November, in regard to foreign produce and manufactures when on board British ships, such goods, &c. are not to be confiscated if they would not have been subject to capture if such order had not been made.

By INSTRUCTIONS dated 18th November, 1807, to commanders of ships of war and privateers and to the court of Admiralty: that all articles of British manufacture, upon due proof thereof (not being naval or military stores) shall be restored, on whatever voyage they may have been captured, or to whomsoever the same shall appear to belong.

And by AN ADDITIONAL INSTRUCTION, dated 25th November, 1807, vessels belonging to a state not at war with his majesty, laden with cargoes in this kingdom, and cleared out according to law, to whomsoever the goods may belong, are not to be interrupted in proceeding from this kingdom to any port in Europe, except ports notified to be in strict blockade. And by the same instructions, vessels not belonging to a country subject to the restrictions of blockade, are not to be prevented carrying any articles of manufacture or produce, not being enemy's property, from ports or places of countries to which such vessels belong, to this kingdom. And by a clause in the before-mentioned instructions, in explanation of the description of blockaded ports, it is declared, that ports, at which British ships are allowed freely to trade, are to be considered as neutral and none others. Notwithstanding these exceptions, in order to obviate the difficulties and inconveniences that must necessarily fall upon trade and commerce, it was foreseen that the restrictions imposed by the order of council would cause many vessels and cargoes to come into the ports of this kingdom contrary to the regulations of the general law of shipping and navigation. A SECOND ORDER OF COUNCIL, dated also 11th November, 1807, was issued, for permitting importation and exportation, in consequence of the restrictions of blockade. And it is hereby ordered, that all goods and merchandise specified and included in the schedule of an act of the 43d of his present majesty's reign, cap. 68. may be imported from any port or place belonging to any state *not at amity* with his majesty *in ships* belonging to any state *at amity* with his majesty, subject to such duties and liable to such drawbacks as are established by law; and with respect to such of the said goods, &c. as are authorized to be warehoused under another act passed the same year, cap. 132, intituled, "An act for permitting certain goods imported into Great Britain to be secured in warehouses without payment of duty," with respect to all articles

which are prohibited from being imported; and it is ordered that the same shall be reported for exportation to any country at amity or alliance with his majesty.

In the instructions, dated 18th November, to the commanders of ships of war and privateers, it is directed by referring to the instructions of 4th February preceding, that neutral vessels are not to be interrupted in coming to this kingdom with corn meal flour (if importable according to the corn laws) rice, Spanish wool, mohair, yarn, madder and madder-roots, smalts, shumac, argol, galls, cream of tartar, safflower, valoue, brimstone, Spanish wine, indigo, saffron, verdigrease, cochineal, orchilla-weed, cork, olive oil, fruit, ashes, juniper berries, barilla, organized, thrown or raw silk, (not being the production of the East Indies or China) quicksilver, bullion, coined and uncoined, goat, kid, and lamb skin, rags, oak bark, flax, seeds, oil of turpentine, pitch, hemp, timber, fir, oak, oak plank, masts, and spars.

Besides these various exceptions in the balance of British trade and commerce, there are others for the purpose of facilitating the trade from this kingdom and the trade with Gibraltar and Malta, in a manner that by touching at this kingdom, Gibraltar or Malta, may neutral vessels be exempted from the restrictions of blockade imposed by the order, and proceed to an enemy's port without interruption?

And a still further measure for supporting the maritime power of this kingdom by regulating importation and exportation from and to the enemy's country by order in council, grounded upon a power reposing in his majesty by a statute of 43 Geo. III. cap. 153.

By this means a very considerable trade is still carried on with Holland, and vessels arrive from the different ports and places in Holland under a licence obtained from the secretary of state (who is empowered to grant such licences instead of his majesty) after having previously obtained an order in council for such vessels proceeding from a port in Holland to a port of this kingdom, under the Kniphausen, Papenburg, Bremen, Oldenburgh, Rostock, or any flag except the French, with cargoes of butter, cheese, corn, pulse, and such articles as are allowed by his majesty's orders in council of 11th November, 1807, to be imported; and then reship a cargo of British manufactures, colonial and East India produce for the Continent. According to the 4th section of the FIFTH ORDER OF COUNCIL, dated 25th November, 1807, it is ordered that in every such licence shall be inserted the names and residence of the person or persons to whom it shall be granted, the articles and their quantities permitted to be exported, the name and description of the

vessel and of the master thereof, the port to which the vessel shall be allowed to go, which shall be some port not under actual blockade, and that no licence so to be granted shall continue in force for longer than two * months from its date, nor for more than one voyage. But the decrees on the other side being particularly severe against British manufacture, the goods in return are mostly run on shore in small craft, through an understanding kept up with the custom house gen d'armerie who are then on duty, and in very rare instances are passengers even prevented from landing, if they do not attempt it too openly, and are sufficiently provided with that favourite manufacture of old England, *guineas*. The situations of the military on custom-house duty at the ports of Holland are extremely lucrative, from the private to the general, and several of the latter have enriched themselves in a very few months. In many instances the writer has learnt from respectable parties, that travellers have paid in this manner the enormous sum of from 500 to 700*l*. to be put on board vessels lying off to receive them, or to get ashore in safety.

By the vigilance of our cruizers the Dutch have been greatly distressed in their north sea fishery, the produce of which has long formed one of their principal necessaries of life, and by the recent decree† of

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* With respect to the term of licences, these vary according to circumstances, and are under such restrictions and regulations as the lords of the council think proper to make.

† Decree, Art. 1. The exportation by sea of the produce of the kingdom hitherto permitted to be exported to neutral ports is provisionally suspended until further orders.

Art. 2. The superintendance of the coast shall be divided into three grand divisions, the first extending from the Helder to the Isle of Walcheren, the second from the Helder to Harlingen, and the 3d from Harlingen to the Jahde inclusive.

Art. 3. The commanders in chief shall be personally responsible for the execution of the dispositions that relate to the complete shutting of all the ports of the kingdom, and the prevention of all communication with the enemy, and likewise of all that we may hereafter decree. They shall daily transmit a report to our ministers of what relates to their respective departments; they are further authorised to correspond direct with ourselves in such cases where they may have important information to communicate, particularly to report all instances of neglect or backwardness on the part of the civil or military agents. The naval and military force shall also be at their disposal in every thing that relates to the watching of the coasts and ports. The telegraphs are likewise placed immediately under their orders.

Art. 4. Fishing boats shall be compelled to return to the havens from which they sailed. They shall upon no consideration be admitted elsewhere, nor even

their king, this is the only traffic they sanction themselves to come openly into their ports, for the fear of giving admittance to the produce of our manufactures and colonies. This opportunity has eagerly been caught at by the Dutch, over willing to venture even their life, when there is a probability of gain, and the encouragement thereof has very properly been adopted by our government, in granting licences for vessels to proceed from a Dutch port to this kingdom, either in ballast or with cargoes of permitted goods, than to take on board cargoes of British manufactures, colonial and East India produce to a certain amount per ton, as shall be certified by the comptroller or collector of customs at the clearance of the said vessels, then permitting them for a limited time to proceed to the north sea fishery, there to complete their cargo, and proceed therewith direct to a port or ports in Holland.

These fishing smacks are particularly well adapted for this traffic, or rather continental smuggling, as they can run in very shoal water; and although they only register 70 or 80 tons, will carry a burthen of upwards of 100, and so in proportion of the smaller ones, and the loss of the vessel only is very trifling; this has been a particularly lucrative enterprise for our Barking fishermen. It must also be observed, that besides the fees paid for a connivance of the military on the sea coast, a considerable traffic is carried on in the purchase of papers or documents for the trading vessels from the different petty neutral states,

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under the pretext of having suffered damage, and wherever any trace shall be discovered of a communication having taken place with the enemy, such as persons being found on board not belonging to the crew, or the smallest package of merchandise, letters, or newspapers, the boat shall become the property of the civil or military authorities who shall have contributed to her seizure, as soon as a decree of seizure is pronounced by the judges, which shall be within fourteen days at the farthest.

Art. 5. All national or foreign merchantmen entering any of our havens or roads of any description, shall be warned by a boat to keep off, and that if they do not they will be fired at. No excuses can be admitted, letters received, or any intercourse entered into with them; ships of war and those of friendly nations only excepted.

Art. 6. All decrees, regulations, and other dispositions, heretofore adopted, relative to the shutting of the havens and the prevention of communication with the enemy shall remain in full force.

Art. 7. Our members of finance, marine, colonies, justice, and police, are each in his respective department charged with the execution of the present decree.

Given at Utrecht, the 13th October, 1808, in the third year of our reign,

LODEWYK.

such as Kniphausen, Papenburg, &c. several of which have not even a port, and the whole territory could be covered by their colours flying in foreign kingdoms. Yet insignificant as these states are individually, (which is the only chance of neutrality allowed by the continental tyrant) they are hereby as subservient to trade and commerce as John Doe and Richard Roe in a suit at law.

London, November 3, 1808.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

THE following was sent me by a very respectable friend at Arbroath; it has been laying amongst some other papers on manufactories in my desk since the time of its receipt; indeed it was meant for another purpose, which circumstances have hitherto prevented being accomplished. I offer it to you, Sir, and if by your means the ingenious young man can be introduced to the Public, the object of my friend will be accomplished, and you will have conferred a favour on,

Sir, your's respectfully,

AMICUS.

Amidst the multitude of new discoveries in the polite and elegant arts, it is much for the honour of the present age that those of real utility have not been neglected, and we have the pleasure of adding one more to the list.

Although mills and machinery of much perfection have been constructed for grinding, boulting, &c. in the preparation of wheaten flour, it is well known that in preparing meal from oats and barley, the principal food of the lower ranks in Scotland, the meal has hitherto always been cleared from the bran and husks, or as they are commonly termed the *seeds*, by means of a manual operation performed with a sieve, and it generally requires the labour of two men or women to work equally with the mill.

To remedy this laborious and expensive method, a machine has been invented by a young man named Andrew Lawrence, a

miller at Lunan mill, in the neighbourhood of Arbroath. This new invented sieve is driven by the mill, is of a simple construction, and trifling expence, and while it saves the labour of two people, performs the intended operation to the satisfaction of all concerned.

It has already been adopted by many millers and farmers in the neighbourhood, and it is to be regretted that a short and fleeting echo of local fame is likely to be the only reward of the ingenious inventor, whose limited finances prevent him from applying for a patent to secure a remuneration for his ingenuity.

Arbroath, April 30, 1807.

London, June 2, 1808.

QUERIES RESPECTING BREWING.

TO THE EDITOR OF THE TRADESMAN, OR COMMERCIAL MAGAZINE.

SIR,

YOUR known attachment to the real interests of our country induces me to trouble you with the inclosed queries, which I shall be happy to have answered through the medium of your magazine. Your's, &c.

N. L.

1. What are different mashing heats for porter and for pale ales?

2. What strength have the worts which are made into common porter? or into ale of five guineas per hogshead.

3. What quantity of hops per barrel do porter and ales require?

4. Do porter brewers use any thing else than malt and hops?

5. At what heat is the fermentation of different malt liquors begun?

6. What is the criterion for cleansing or running from working tun to casks?

7. Are there any brewers who mash raw grain in place of

malt. If so what are the mashing heats and difference in process.

8. Are there any peculiar secrets to prevent acidity in beer, or on what principles do hops partly answer that purpose?

This last query I particularly request attention to.

CALICO PRINTING BILL.

THE following valuable paper has been inclosed to us by a very liberal manufacturer from Manchester; though it is not very recent it nevertheless throws so much light on combinations amongst journeymen, that we give it with much satisfaction to our readers; the manner in which large bodies of these men either *govern* or are governed is little known beyond the boundaries of our manufacturing counties. The inconveniences of striking work are felt wherever the manufactured article has found its way.

We shall at the conclusion of this give a short abstract of the last act of parliament against combinations; we do not by this mean to be understood as excluding the defences or complaints of the journeymen, and if written by themselves we would like it better. We only wish to excite the fullest enquiry into the subject; and we do not doubt but there are many able men who would take the journeymen's defence, if they are not fortunate enough to possess amongst them those who can defend themselves. We wish to discuss a question fraught so deeply with consequences; we should think ourselves fortunate, and enjoy an honest pride, in the conviction, that the Commercial Magazine had been the means of settling a question, so long and so mischievously contended.—Ed.

That which is morally wrong, cannot be politically right, was the sentiment of a great statesman, as delivered in the British House of Commons: in other words, that which is wrong in principle, can never be right in practice. If we apply this to the question lately before parliament, respecting the disputes between the masters and the journeymen calico printers, we shall,

In the first place, be led to consider how far it is consistent with justice and sound policy, for the legislature to impose any law for the government of manufactories. The best writers on this subject agree, and experience has fully proved, that all attempts to give laws to manufactures, are erroneous in their principles, and injurious in their effects; the best of these writers appears to be Adam Smith, whose opinion I believe is universally allowed to be sufficient authority. In his enquiry into the nature and cause of the wealth of nations, he has clearly proved the impolicy of corporation or parliamentary laws in directing the labours of manufactures, he says*---"All systems either of preference or restraint, being completely taken away, the obvious and simple system of natural liberty establishes itself, of its own accord. Every man as long as he does not violate the laws of justice, is left perfectly free to pursue his own interest, in his own way; and to bring both his own industry and capital into competition with those of any other man, or order of men. The sovereign is completely discharged from a duty, in the attempting to perform which, he must always be exposed to innumerable delusions, and for the proper performance of which, no human wisdom or knowledge could be sufficient, viz. The duty of superintending the industry of private people, and of directing it towards the employment most suitable to the interest of the society." With respect to limiting by law the number of journeymen, apprentices, or any other description of workmen to be employed in any manufactory, it is injurious both to masters and servants. With respect to the servant being denied the liberty of working at what he thinks proper, the same author observes†---"The property which every man has in his own labour, as it is the original foundation of all other property, so it is the most sacred and inviolable. The patrimony of a poor man, lies in the strength and dexterity of his hands, and to hinder him from employing this strength and dexterity, in

* Third Vol. Book 4th, Page 42, Wealth of Nations.

† Vol. First, Book First, Page 108, Wealth of Nations.

what manner he thinks proper, without injury to his neighbour, is a plain violation of this most sacred property." And it is injurious to the masters also, he adds---" as it hinders the one from working at what he thinks proper, so it hinders the other from employing whom they think proper; to judge whether he is fit to be employed, may surely be trusted to the discretion of the employer, whose interest it so much concerns. The affected anxiety of the law-giver lest he should employ an improper person, is evidently as impertinent as it is oppressive."

But if we consider the nature of the calico-print business, as being entirely a fancy trade, and subject to the continual changes of fashion, we see still more the utter impossibility of fixing the number or description of persons to be employed, or the exact proportion of journeymen or apprentices. It however may be observed, that the print business affords as much common easy work for apprentices as the weaving business, which may generally employ nearer three apprentices to one journeyman, than three journeymen to one apprentice, which I understand is the unreasonable proportion the journeymen printers wish to have fixed by law. If parliament should adopt the unwise principle of interfering in the government of manufactures, and fix the proportion of apprentices to be employed, as the journeymen printers wish, the consequence would be, that great numbers of journeymen would be employed at common work, which belongs to the apprentices only. Can it be supposed reasonable for a journeyman weaver to be employed in weaving coarse goods, the work of an apprentice, and to have as much for weaving a coarse piece of fifty threads per inch, as for a fine cambric of one hundred and fifty threads per inch. If this be thought unreasonable, the same will exactly apply to printers; for in the print business, apprentices can only be employed at common easy work, which deserves a much less price, and should not be given to journeymen.*

* By the experience of above 400 years, says Dr. Burn, it seems time to lay aside all endeavours to bring under strict regulations, what, in its

The partial effect of the evil just mentioned is now felt for the want of apprentices, and in some cases the journeymen are now receiving a shilling for easy work, that might be done by an apprentice for fourpence. This limitation of apprentices, necessarily destroys the reasonable division of labour, which is so useful in every art; the great advantage of which is so clearly explained in Smith's Wealth of Nations in the most simple trades, viz. that of manufacturing pins and nails, the truth of which is generally proved every day in all the manufactures in the kingdom. If the journeymen printers do not wish to destroy this necessary division of labour, why all this anxiety about apprentices, who only can be employed at common work, which naturally belongs to them? and why prevent by law, apprentices being taken, if it is notorious, as the journeymen state, that there are now more in the trade than can be employed? but this appears to be wholly incorrect, by numerous persons still wishing to become apprentices. The truth is, the journeymen from a mistaken policy, have long since formed themselves into a combination. The origin and progress of which will appear in the paper subjoined.

The existence of this combination, was sufficiently proved to the committee of the house of commons, when they first presented their petition; and though many of the more sober, and wiser journeymen, are now convinced of the injustice and very bad effects of this combination, and wish the trade to be left to its natural liberty; yet other journeymen, either from their private interest, as managers of this combination, or from an ignorance of their true interests, continue to trouble the trade, and the legislature, with their unfounded complaints, as will be shortly more fully proved. The bill they wish to obtain, embraces only one object, that of preventing masters from taking apprentices. From the extent and complicated nature of the business, this may appear strange, but when the power of their

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own nature seems incapable of minute limitation, for if all persons in the same kind of work were to receive equal wages, there would be no emulation, and no room left for industry or ingenuity.

combination is known, it will be accounted for. By their combination they prevent the master employing any journeyman they do not approve of, who as they say is not a fair man; and all journeymen must ask the constable of the shop, for the time being, (an officer appointed by the combination) for work, before they ask the master. They can discharge a journeyman from service without his master's consent; they can advance their wages, and in many instances, prevent the master from making reasonable abatements for spoiled work. While they are all at work, they prevent the master taking more apprentices than they approve of, and such a number, as the nature of the work requires. In any case, when the master does not shew a readiness to comply with their commands, they order both journeymen and apprentices to *strike, and turn out* (as they term it) and leave their work in this situation. The masters have often been thus deserted, and having empty shops, they have been under the necessity, either of submitting to their unreasonable demands, or of taking on, and teaching new hands, the last of which, some of the masters have preferred. This is the only remedy the master has now left, and the journeymen wish to deprive him of it, by the bill in question. If it be said, the master has, or may have, the advantage of the law against combination, it is true; but this affords him no recompence for the loss of his trade, while his workmen are maintained in idleness, by subscriptions from the members of this combination, through the trade at large, and to grant the journeymen printers the object of their bill, would be to give them, the power of strengthening and completing their dangerous combination, and deprive the masters of the only remedy left them. It is true, that the well-being of the labouring part of the community, ought to claim the attention of government, and of every wise and good subject; but at the same time care should be taken to do justice to all, and this will be best done by protecting our liberties and property at home, and opening markets abroad for our manufactures. Both masters and servants must always be subject to the changes and inconveniences occasioned by war, and other political events; and even hus-

bandmen are dependant on the weather, and the mutability of the seasons. These evils cannot be cured by any restrictive laws, imposed on arts and manufactures.

The journeymen printers' situation is much better than many working people in other trades, it appeared from accounts taken from the books of fourteen of the principal masters when the journeymen first presented their petition, that the highest wages paid to any one journeyman employed by these fourteen masters, was 103*l.* 5*s.* 3*d.* per annum; that the lowest was 51*l.* 12*s.* 10*d.* per annum, and that the whole wages paid to all the journeymen employed by these fourteen houses, averaged per man for three years 1*l.* 8*s.* 3½*d.* per week, so that if it is possible for a journeyman to get 103*l.* 5*s.* 3*d.* per annum, no one can reasonably suppose that they have any occasion to complain, especially when it is considered that their daily labour is only ten hours and a quarter in summer, and from seven to eight hours in the winter.

It is a fact, that there are now many masters in the trade, and carrying on much business, who were enabled to begin by a capital they acquired by the good wages they earned while journeymen. The wisest part of the journeymen are free to confess, that they have suffered most from the combination. The large sums of money paid for the support of men in idleness, whom they have ordered to turn out, to force the masters to submit to their demands, has been the principal cause of their poverty, and has often reduced them to want. This would not have been the case, had they not found means to prevent those journeymen from getting work in the trade who did not wish to submit to their laws. These men found themselves under the necessity, either of submitting to the rules of the combination, or of leaving the business, and it too often happens that the most ignorant part of workmen forms the majority. But from past experience many are weary of the combination, that were formerly advocates for it, and would be glad the business should be suffered to take its natural course.

(To be continued.)

DESCRIPTION OF THE COPPER-MINES IN THE PARIS MOUNTAIN,

IN THE ISLAND OF ANGLESEA.

FROM A TOUR THROUGH ENGLAND AND WALES, IN 1791.

THESE Copper-Works appear like a vast quarry dug in the mountain. They are totally unlike the usual appearance of copper-mines, and seem to resemble them only in affording ore. Instead of finding a narrow vein of copper, you are presented with one vast rock of ore. They separate it from the quarry with gunpowder, a process attended with some degree of danger to the miners, who frequently receive damage from the fragments that fly about. Whenever they set fire to their train, they shout to their companions, as a signal for them to keep off. The agent of the works placed us in a situation which he thought secure; but, after the explosion, a great deal of the shattered fragments came tumbling about our ears. It is conveyed either in carts, or in buckets, to the surface, and rises most beautifully rich in its appearance; although, I believe, its value is not estimated by its beauty. After the ore is dug, the first process here is to calcine it in a furnace, by which means the sulphur is expelled, and they can afterwards separate the waste from the pure ore, making thus a great saving in the carriage to the different smelting houses. Nor is this the only advantage they derive from the calcination of the ore: when fire is applied to it in the furnace, it begins to burn, and will continue in that state from six to seven, eight, or nine months. During all this time, vast quantities of sulphur exhale from the ore. This is conveyed in vapour through conductors to a large oblong receiver with a concave roof, where, becoming condensed, it adheres to the sides of the receiver, or falls in a fine powder to the bottom. This is what the chemists call *sublimation*, and that which is obtained in this operation of the ore they call flowers of sulphur. It is then melted in a large copper, and poured off into moulds, when it becomes stone brimstone. Such vast quantities of sulphur are contained in the ore dug here, that more

brimstone is made from the works of this company, than is necessary for the consumption of England.

Being almost stifled with the sulphureous air of the Paris Mountain, we were obliged to leave it, and brought with us several specimens of this beautiful copper, which, from its colour, is called the peacock ore; but there is one circumstance I have omitted to mention, and which I think the greatest curiosity of the Paris Mountain. A natural spring of water flows from the bed of ore, so impregnated with copper, that it will discharge it upon the smallest approach of iron. It is conveyed from pumps through wooden troughs, and we perceived a thin coat of copper incrusting even the heads of the nails that it flowed over. There is also a large quantity of water brought from the quarry, which is more strongly impregnated with the copper, and which assumes a beautiful green colour. This they convey with care to several large cisterns, formed for the purpose, which are first filled with plates of cast iron.

The instant the iron comes in contact with the water, the copper is precipitated. For the acid in the water, which before dissolved the copper, now preferring the iron, discharges the copper and dissolves the iron. Thus the iron takes the place of the copper as fast as the former dissolves and the latter precipitates. And it is this phænomenon which has led many into numberless errors with regard to the transmutation of metals. Finding that the iron vanished and copper appeared, they inferred that the iron was changed into copper, whereas it is merely a change of place, the iron assuming the situation of the copper, and resigning its own to that metal.

The truth of this may easily be perceived, by applying the Prussian alkali to the water that has discharged its copper, when a precipitation of iron will instantly take place.

A great quantity of copper is thus gained from the water in the mine, which is by much the richest and most valuable of any they have.

This amazing resource for copper was discovered by a poor woman digging peat. She found something more than common

in the appearance of the earth, and communicated the intelligence to her husband. The news soon spread; it proved to be an almost inexhaustible bed of ore. We naturally enquired what reward the poor family had, that first brought such a fund of riches to the island. They all assured us, that no reward was ever given. An Englishman can hardly credit this, especially when he is told, that one noble earl alone derives an income of thirty thousand pounds yearly from these works.

ANONYMOUS.

ON THE ADVANTAGES ARISING FROM THE STUDY OF CHEMISTRY.

IN turning our attention to the progress of knowledge in former ages of the world, it is sufficient to astonish a reflecting mind, that the most useful and sublime discoveries should have been treated as the emanations of witchcraft, or the machinations of the devil. Galileo was esteemed a heretic for declaring that our earth was a globe, and that there were antipodes; and the author of the art of printing was held a most dangerous and wicked character, because all his books were found exactly similar to each other. The sixteenth century (the æra of Galen and other philosophers) produced men of genius, who diffused doctrines over Europe which seemed to defy all opposition. At this time the golden dreams of alchemists vanished, and science, by slow degrees, began to force its way into the world. The study of *chemistry* opened a new and comprehensive field for physical investigation. Paracelsus, the opponent of Galen, by his industry and penetrating genius, made many discoveries of the virtues of mercury and antimony, and even introduced the use of opium. In spite of the power of his enemies, he circulated his doctrines so effectually, that early in the seventeenth century there were no physicians in Europe of any celebrity but the disciples of Paracelsus. His successors in this field of science were many; but they were still obliged to combat the prejudices of mankind and the persecutions of priests.

Van Helmont was accounted a magician, and was tortured by the inquisition, because he was the most celebrated philosopher and chemist of his day. It is said of this great man, that he discovered, in the middle of last century, many of those important facts which adorn the writings of our Priestleys and Lavoisiers of the present day. He first gave the name of gas to those vapours which resemble the air we breathe; and he illustrated his theory by some phænomena of the animal economy, such as the suffocation of workmen in mines, the accidents occasioned by the vapour of charcoal, and that destructive atmosphere which is breathed in cellars, where spirituous liquors are in fermentation. He accounts for several diseases upon this principle; and ascribes the propagation of epidemical disorders to those noxious vapours with which the air is sometimes infected.

Had the progress of chemical knowledge stopt here, it would have been of little importance to the world, as the facts which were already discovered were so distorted by every new theorist, that they only tended to render the study unsatisfactory and obscure; but the great *Bacon*, whose comprehensive mind saw the immense advantage that might result to the world in general, and to this nation in particular, from this branch of philosophy, advised the collecting of facts, and the comparing of these deliberately, in order to discover the causes and circumstances upon which they depended. Thus, says he, can a satisfactory system be only produced. If experiments are not directed by theory, they may be a blind feeling; but theory without experiment is deceitful and uncertain. This sagacious philosopher attained his object; for he soon completely banished that dark and abstruse philosophy which was built upon conjecture alone.

On the very day that Bacon died the famous Boyle was born! The opulence of his circumstances enabled him to pursue with ardour the path which Bacon recommended, and he was amply qualified for the task. He was possessed of a penetration and ingenuity of mind which, in experimental philosophy, serve to point out the shortest and most simple as well as useful experi-

ments, and which enabled him to deduce the most important truths from the simplest and most insignificant facts. Hales, Boerhaave, and others, enriched the world by their useful labours. The first, by his great number of experiments on vegetable, animal, and mineral substances; likewise into the effects of fermentation, chemical dissolutions and combinations, the combustion of bodies, and respiration; and the latter upon his improvement of these experiments.

Hitherto chemistry, though it was much advanced, had been treated in a desultory manner; but it was referred to the immortal Becher to collect the number of facts that were discovered, to generalize them, and form a system. This man, whose genius eqalled his knowledge, saw with a single glance the immense number of chemical phænomena. He invented a theory that soon obtained credit throughout Europe. He was invited to Vienna, where he contributed to the establishment of several manufactures, a chamber of commerce, and an India company; but the jealousy of ministry finally accomplished both his disgrace and his ruin. He was not less unfortunate at Mentz, Munich, and Wurtzburgh, which determined him to go to Haerlem, where he invented a machine whereby a great quantity of silk might be worked in a little time, and with few hands. New disgraces and misfortunes however awaited him, and he was obliged to retire to England, and he died in London, at the age of fifty-seven, of a broken heart.—Stahl, the Prussian, next followed the footsteps of the illustrious Becher. It was the opinion of these two philosophers, that fire enters into the composition of all inflammable bodies, and into metals and most minerals, and in that condensed state it was called phlogiston (latent fire), to distinguish it from its free state. They tell us that fire (phlogiston) is actually a material body, and liable to be modified by the influence of circumstances. In bodies liable to burn it exists in a latent state; place them in circumstances in which combustion is produced, you then will behold it, perceive it operate, and feel its influence. In bodies, as metals,

though you do not perceive the flame, yet you will discover this principle by the alteration of their properties.

Perhaps the next of eminence was the ingenious Dr. Black, of Edinburgh, who discovered that certain substances, such as marble, chalk, and limestone, were insoluble in water; but, on undergoing the action of fire, they assumed directly contrary properties; that, as in their former state, they effervesced with acids; but, when burnt, it was the reverse; and being easily dissolved in water, so as to form a transparent liquor; and, likewise, they were rendered so caustic as to corrode all animal and vegetable substances. He discovered, that, by the process of fire, they lost half their former weight; and, when treated with acids, the compound weighed lighter than before. This which was lost he proved to be a permanent elastic fluid, which he denominated fixed air, deprived of which, the residue was caustic, or quick lime. This celebrated philosopher attracted the attention of contemporary chemists, who applied this new doctrine to medicine, to which it has proved one of the most efficacious assistants that ever was invented. Dr. Macbride, that amiable and learned physician, established its salutary application in diseases of a putrid nature, by introducing fixed air into the system, and it has since been corroborated by the testimony of Beddoes, Rush, and Trotter.*

At length the immortal Priestley arose, who, with a mind possessed of fortitude, and an intuitive genius, entered upon his philosophic career, and proceeded with such unexampled success, that he excited the admiration and surprise of the learned world. It is impossible to do justice in this essay to his numerous and useful discoveries. To him we are indebted for the new modelling as it were the whole science of chemistry, by the discovery of vital air, which he denominates dephlogisticated air. And it is a curious fact, that this discovery was at the same time found out, though by a different process, by the foreign chemist

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* As an instance of the efficacy of this valuable chemical discovery, see No. II. page 45, of the Satellite.

Schele. Soon after, however, the famous Lavoisier introduced the anti-phlogistic theory, which, though combated by the united talents of Black, Kirwan, and Priestley, who, in their turn, were at last convinced of the new doctrine, has become a general opinion throughout Europe.

Among the numerous discoveries in this useful branch of science, the most singular perhaps whatever, is that of plants emitting vital air and absorbing fixed air. After it was communicated to the Royal Society, the president gave their thanks to Dr. Priestley in a most eloquent speech.—"From your discoveries," says Sir John Pringle, "we are assured that no vegetable grows in vain; but that, from the oak in the forest to the grass in the field, every individual plant is of service to mankind; if not always distinguished by some medicinal virtue, yet making a part of the whole, which cleanses and purifies our atmosphere. In this the fragrant rose-tree and deadly nightshade co-operate: nor is the herbage, nor woods that flourish in the most remote and unpeopled regions, unprofitable to us, nor we to them, considering how constantly the winds convey to them the fixed air issuing from our lungs, while they send out vital air for us."

From what cause do we enjoy the superiority over other nations in our trade and manufactures? It is owing to the chemist. From his laboratory springs the cause which operates on the engine which moves the hammer to model the iron. Owing to him the miner can with safety descend into the bowels of the earth, and procure us coal, and lead, and minerals of every description. It is from this that the manufactures of Yorkshire and Lancashire, and the potteries of Staffordshire, have acquired so much celebrity. Birmingham and Sheffield have arisen to a degree of importance which nothing but the labours of the chemical philosopher could have conferred. A science, therefore, which gives us a name of consequence, which is the origin of our fortune and our fame, should be held dear in society, and communicated to our children.

R. M.

ON THE IMPRESSING OF SEAMEN.

WHEN the business of government requires exertion and expedition, it is the indispensible duty of its officers to take the most efficacious means towards the attainment of the objects in view. This is a mode of reasoning none will controvert, and none ought to counteract. But when the means employed to attain these measures become a question of propriety, the good man must be awake to a sense of his duty, and endeavour to correct the abuse, or rectify the evil, and also to point out some alteration of the system, or improvement of the plan.

It is a maxim in our constitution, that no man can be deprived of his liberty without his own consent, unless he violates the laws of the land. This is an invaluable advantage, a natural privilege, and ought to be kept inviolate. Instances are too many where one individual has been oppressed by another; where the overbearing creditor has become the ruin of the unfortunate tradesman, and the landlord the tenant; where the robber has beggared the defenceless traveller, or the merchant has fallen a prey to the unprincipled pirate. These are evils which the legislature cannot foresee, and therefore cannot prevent. But when the impressing of seamen comes under our consideration, we are compelled to hesitate, and deprecate an evil of the greatest magnitude, and of the utmost importance to the happiness of a large portion of the most valuable part of the community. For what purpose has government bestowed the utmost attention towards the extending of our commerce?---Has Clive and Cornwallis fought in the wilds of Hindostan, to secure our possessions in India---has Cooke circumnavigated the world---has Chatham laboured to establish a permanent fishery on the banks of Newfoundland and the Hebrides of Scotland, and to extend our trade to the West Indies and America---have these great national objects been attained, at a vast expence of blood and treasure, solely to rear a supply of seamen to be kidnapped? Like the ox fattening for the mar-

ket, is he taken care of only to be butchered? If this were the principle upon which our distant colonies were established and our commerce extended, it would be better if there never had been a Columbus nor a Cook.

It would be harsh to impute such a motive to any minister; but the abuse of the practice of impressing seamen has become so flagrant, that it justifies animadversion, and calls aloud for the interference of the legislature, to substitute some other method for procuring a supply of seamen, than by forcibly tearing the parent from his home, and seizing on the unwary sailor (perhaps just returned from a long voyage), without having it in his power to settle any domestic concerns, and provide for his wife and family.

The only argument for impressing seamen is, that it is impossible to procure an adequate supply by any other means, and consequently is never resorted to but on the most important occasion. This is a most vague and inaccurate mode of reasoning. I would ask by what means our standing army and our militia regiments are supplied with men? The first is by bounties and the latter by ballot. Have the same methods ever been resorted to in raising seamen? This plan, though never thought of, is not unworthy of an attempt; and, as there is too much reason to believe that the mutinies in the navy arise principally from this source, any endeavour to prevent a repetition of similar evils in future would be truly patriotic.

On a supposition that one half of the seamen belonging to England, Scotland, and Ireland were immediately wanted---a circumstance which never happened;---were these seamen registered at the different ports, they might be procured in a single day, by the simple method of balloting. As each community would be made responsible for its own, an evasion could not possibly take place. An embargo on all ships leaving port for a certain number of days is a measure which is generally adopted in cases of seamen being wanted, and should the sailors desert their vessels and fly into the country when the ballot took place, they should in that case be made liable to be

impressed. Admitting that three men out of every four were wanted, the alternative is obviously preferable, as each man stood a fair chance of being excused, and not subject to the future alarm of being dragged from his home by a press-gang, and treated like a criminal. The number of ships on voyages should on their arrival at their respective ports, be regulated as above; and, as there are few vessels employed on any expedition that requires more than six months, there need be little dread of an invasion that could not be foreseen and prevented in that period.

At all events the measure should be modified, if not entirely changed; were it only to confine the practice of impressing, to all vagrants and people who have no visible or lawful trade, and adopt the system of ballot and voluntary entrance with the deficiency.

There is indeed one exception to the injustice of impressing, which the Board of Admiralty sometimes adopts when applications are made; but, as it is impossible all sailors can apply, it is only partial. Even this has become a flagrant evil, for it is frequently made use of by the unprincipled understrappers belonging to the Board only as a decoy. The alarmed seamen, when he gets ashore, purchases a protection, which he thinks will ensure him from danger, but ere the lapse of a day, he is too frequently immured in the dungeon of a tender.

It is a subject of wonder, that government winks at such gross depravity, and such glaring perversion of the principles of our constitution. In many instances these emissaries of power do certainly act directly contrary to their orders, and when they do, they should be brought to justice. In a recent transaction in the Isle of Man, they not only seized upon the inoffensive fishermen, but even tradesmen and farmers, and indeed in a great measure ruined the herring fishing in one part of the island for the season.

As this circumstance may be but partially known, a short relation of the event may not be improper in this place.—

About the beginning of the season appearances promised fair for an excellent herring fishing; boats and nets were collected, and all who had shares in these, with their friends, assembled for the purpose of lending their assistance. Several hundred boats were employed, and had caught considerable quantities: but their success was soon interrupted. One night all the boats had shot their nets, and were leaning on their oars, expecting a considerable produce, when a vessel in the king's service, which had been hovering about the island for several days, made its appearance; but, as there had never been an instance of impressing fishermen at their employment, they were entirely unsuspicious. The scene however soon changed; the press-gang broke through their fleet of boats, and laid hold of every man they could meet with. Every one considering his own safety, they cut their nets and made the best of their way ashore. Eighty men were impressed that night, the most of whom were immediately taken to Portsmouth: a few of them got off on account of their being volunteers. But the mischief was not the loss of the men only. It is a well-known fact, that the prosperity of the island depends principally on its herring fisheries, and when they are unfortunate, or unsuccessful, their trade is very inadequate to their support, and the poor are completely miserable throughout the rest of the year.---In this instance nets were lost to the amount of 7000*l.* After this, few boats would venture out, nor indeed could they get out, on account of the loss of their nets; of course the fishing produced little or nothing. Thus, by the unwarrantable intrusion upon the industry of the fishermen of the Isle of Man, part of the island must experience the dreadful evils of poverty and hunger for a whole year, and ruin many useful adventurers in this valuable branch of trade.

FRANKLIN.

THE NATURAL ADVANTAGES OF GREAT BRITAIN.

> The pensive exile, bending with his woe,
> To stop too fearful, and too faint to go,
> Casts a fond look where England's glories shine,
> And bids his bosom sympathize with mine.
>
> GOLDSMITH.

IF we cast our eyes over the map of the world, our attention is arrested to examine the places renowned in history, and conjecture is apt to form conceptions of the beauty and excellence of a country which has produced men of genius, given birth to heroes, or the benefactors of mankind; and travellers, who may be the admirers of characters of whom they have heard so much, whose works they may have read and been delighted with, or whose conduct is subject of praise, visit the countries of such men with a degree of enthusiasm merely the effort of fancy, and tread this classical ground with the ardour of a pilgrim and the devotion of a fanatic. This indulgence of the imagination, however, it may tend to please, is totally an illusion. An unbiassed observer will find the shores of Italy and the islands of Greece as unproductive of the real comforts of life as the "sea-girt island of Great Britain."

The civil and religious liberty which this island enjoys has become as much the theme of declamation with some, as it has been depreciated by others. This contrariety of opinion must be owing to something faulty in the political system, but which in other respects has many advantages. However, the natural advantages of this country are so striking as to present themselves in a most conspicuous point of view. Foreigners of taste and eminence, who have perambulated different parts of this island, have remarked, that the face of the country is exceedingly agreeable, owing to its being happily diversified with hill and dale. Its beauties are particularly enriched by an abundance of wood and water, which encreases the elegance of the landscape. The climate, it must be owned, is variable, and often loaded with gross vapours; yet these being ventilated

with the breezes of the sea, render it not so unhealthy as unpleasant: and it will be found, upon a comparison, that there is not another portion of the globe, of equal extent and population, in which such a degree of health and strength prevails, as in these kingdoms. In different parts of the island there are singular and uncommon instances of longevity. The soil in general is fertile; and our harvest not only yield abundance for ourselves, but we frequently export our grain to supply the wants of others. What sacred writ says of the "land of promise," may with propriety be applied to this---"Thou crownest the year with thy blessings, and thy paths drop fatness; they drop upon the pastures of the wilderness, and the little hills rejoice on every side. The pastures are clothed with flocks, and the valleys are crowned with corn."---This kingdom enjoys one peculiar advantage, that even the more barren parts of it, which are unfit for every other kind of vegetation, produce the best of materials for building those wooden walls, which enable us to protect our trade, extend our commerce, to defend us from invasion, and our sole bulwark and security. We are happily free from beasts of prey, and from noxious and poisonous animals, wherewith those who live under a more genial sun are miserably infested.---The mineral productions of the earth yield us an inexhaustible source of wealth, whereby our manufactories are supplied with materials, and foreign countries served with commodities of absolute use.---Want and poverty are strangers to us; and as for famine, we know of it only by report, or the tradition of our forefathers.---The pestilence, that dreadful scourge of mankind, we have not felt the horrors of for more than a century, and, it is to be hoped, will never visit us again.

Our sympathy must be called forth when we reflect on the state of the western hemisphere: it is so similar to the situation of our ancestors in the last century, that we are urged to call the circumstances to our recollection.

During the period of the dreadful plague of last century, 40,000 servants were dismissed in London when the nature of

the disease was known: no one would receive them into their houses, and the villagers near London drove them away with pitchforks and fire arms. During this dreadful calamity, there were instances of mothers carrying their own children to the public graves, and of people delirious, or in despair for the loss of their friends, *who threw themselves into them alive.* This state of phrenzy in the mind is pathetically described by the ingenious Dr. Darwin:—

One smiling boy, her last sweet hope, she warms,
Hush'd on her bosom, circled in her arms,
Daughter of woe!—ere morn, in vain caress'd,
Clung thy cold babe upon thy milkless breast,
With feeble cries thy last sad aid required,
Stretch'd its stiff limbs, and on thy lap expired!
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Long with wide eye-lids on her child she gazed,
And long to heaven their tearless orbs she raised;
Then with quick foot and throbbing heart she found
Where CHARTREUSE open'd deep his holy ground;
Bore her last treasure through the midnight gloom,
And, kneeling, dropp'd it in the mighty tomb*;
I follow next! the frantic mourner said,
And, living, plunged amid the festering dead.

Nov. 1798. R. M.

IMPORTATION OF COTTON WOOL.

4166 bags Cotton Wool imported into London in the month of Oct. 1808.
2332——————— Liverpool do.
286——————— Glasgow do.

6784 Bags in October, 1808.

The exports of Cotton Wool for the preceding month, are too trifling to require insertion.

* A pit 40 feet long, 16 wide, and about 20 deep, was dug in the Charterhouse, and in two weeks it received 1,114 bodies!

[We mean to give a more extended Account than hitherto, of the most useful of the Patents. Those Gentlemen who wish an early notice of their specifications to be made in the TRADESMAN, will therefore please to apply to the Printer, No. 57, Skinner-street, Snow-hill.]

Description of a Mangle upon a new and superior Principle, for which his Majesty was pleased to grant his Royal Letters Patent, to JOHN SHORTER MORRIS, *then of Pancras-place, in the County of Middlesex, Gentleman; but now of No. 53, Snow-Hill, London.*

DESCRIPTION.

TWO horizontal parallel cylindrical rollers form a bed for the roller on which the linen to be mangled is rolled, one of them *b* is seen in the drawing, the axis of those rollers bear on brass, let into the wood frame, and have a wheel fixed to each, which work in a pinion on the axis of the fly wheel, as seen in the drawing, *c*, a moveable roller on which the linen to be mangled is rolled. *d*, A roller, the axis of which works in pieces of brass which slides between iron, let into the inner side of the wood frame, to the bottom of which, long pieces of iron, *f*, are fixed with hooks at their lower extremities, to which are attached the chains that support the scale or platform, *h*, where iron weights or any other heavy substance are placed, to the top of the brass in which the roller *d* works, the engine chains are fastened, which pass through apertures at each end of the top of the wood frame, and are there again fastened on the pulleys of the shaft *k* with a screw. *l* Is a caver fixed to the end of the shaft *k*.

To use the Machine, press down the leaver *l* and fasten it with the hook, which raises the roller *d* with the platform and weights attached to it: then take out the roller *c*, and roll the linen and mangling cloth round it, and replace it on the two bottom rollers, unhook the leaver *l* and the weights on the platform will press the roller *d* on the roller *c*; give motion to the fly wheel by turning the handle *m* and also to all the rollers, which in a short time will make the linen beautifully smooth; press down the leaver, fasten it with the hook, and take the roller *c* out: a spare roller is supplied, so that if two people are employed, one may be filling it with linen, while the other is mangling.

The Price of this Machine is only £10 10 0.

OBSERVATIONS BY THE PATENTEE.

From experiments which have been tried with this machine, it is found, it will pass over all inequalities with great ease. The top cylinders and weights rising and falling as they approach, from the two bottom cylinders being put a little asunder, the one on which the linen is rolled acts as a wedge, greatly increasing the power of the weights, giving the linen three equal pressures. Upon the whole, this machine mangles with greater ease, performs its work better, and with more expedition than any before invented, and is very compact in its construction.

COMMERCIAL REPORT.

LONDON, NOVEMBER 21, 1808.

A NEW and severe regulation against the clandestine introduction of foreign merchandise is intended to take place in Holland, on the 30th inst. Officers are to be appointed in every port, to take an account of the various articles in the several shops and warehouses, and also of all those sold and delivered, *in the nature of an excise.* And should it appear that there has at any time been an increase of the stock, the introduction of which cannot be supported by legal and sufficient vouchers, such surplus is to be subject to confiscation.

National Debt.—An account shewing what has been redeemed of the National Debt, the Land-tax, and Imperial Loan, to the 1st November, 1808.

Redeemed by Annual Million, &c.	£72,202,248
——— On account of Louns	71,533,608
——— By Land-tax	23,156,429
——— By 1 per cent. per ann. on Imperial Loan	910,087
Stock transferred by Life Ann. up to 17th Oct. 1808	226,602
Total	£168,029,684

The sum to be expended in the ensuing quarter is 2,690,673*l.* 11*s.* 2*d.*

We have the pleasure to state for the benefit of our West India merchants, and planters, that every article of our colonial produce has arrived to a good market. Rum, sugar, and cotton wool particularly, the prices of which articles are daily advancing, as may be seen by our Price Current annexed. All kinds of Russian goods, as *timber*, *tallow*, *flax*, *hemp*, *iron*, &c. have advanced to enormous prices, consequently the articles of soap and candles have risen in price, and likely to remain so, until we receive supplies of tallow from Rio de Janeiro.

The cotton market at London, Liverpool, and Manchester, continue to advance, notwithstanding large importations lately made from the Brasil of this article, owing to the considerable orders for manufactured goods for the Brasils, &c. and from the same cause all kinds of dye stuffs, woods, cochineal, &c. have risen in price.

Our letters from Birmingham, Wolverhampton, and Sheffield, state their trade to be extremely brisk, as are the potteries in Staffordshire.

Within a few days past the importation from the Brasils, consisted of the following merchandize, viz. 44 tons cocoa, 186000lb. cotton wool, 48000 ox hides, 22000lb. Flora indigo, 22,740 cwt. rice, 3800 cwt. sugar, 95 tons tallow, &c. &c. The price of bullion is 85*s.* 6*d.* per oz. and of new dollars 5*s* 4¼*d.* per oz. Of both these articles large quantities are daily expected to arrive from South America.

Several cargoes of *new fruit*, as lemons, raisins, figs, &c. have arrived from different parts of Spain and Portugal, and many other vessels from thence are daily expected with similar cargoes. Wines, fruit, and Barrilla ashes, are the principal imports we may in future expect from these countries, as all their colonial produce by the late regulations will come hither *direct* from South America.

Glasgow Markets—November 15.

Ashes.—The demand is steady; and though we have had a large importation, prices have not declined.

Coffee.—We have had a considerable demand this week, both by speculators and grocers, for that of British plantation growth with certificates, and prices have been obtained about 5s. to 8s. higher than the same qualities could have been purchased at the preceding week.

Cotton.—Still continues of dull sale, but no appearance of a declension of price.

Dyewoods.—Without demand.

Rum.—Sales have not been very extensive, in consequence of the great rise in price.

Sugar.—The stock in importers' hands is now nearly at a close. Every day's sales have been effected at higher prices than the preceding, and no description of sugars can now be purchased under 79s. The advance since our last publication, may be calculated fully at 8s. to 10s. per cwt. Quantity sold since our last, above 2000 hhds. and tierces.

Baltic Produce.—In demand, and still on the advance.

Liverpool Markets—November 12.

Ashes.—Considerable sales have been made, chiefly on speculation—prices looking up, although pretty large supplies are arriving, and expected from Quebec.

Coffee.—Demand for home use increasing daily, and some purchases made on speculation; common qualities advanced from 6d. to 8d.

Cotton.—Sale dull, and prices rather looking down; the spinners appearing determined to wait for the accounts of the proceedings of Congress.

Dyewood.—Very much neglected, except barwood, which is in demand.

Rum.—Jamaica 2d., and Leeward Islands 4d. to 5d. higher than last week—the demand not so brisk towards the end, as it was in the beginning of the week.

An official notification was on Monday received by the West India Association of Glasgow, "That it is the intention of his Majesty's Government to submit to his Majesty in Council, the expediency of continuing, for the time limited by the last act of the last session of parliament, cap. CXVIII. sect. 2, the prohibition on the distillation of spirits from corn or grain."

The West India Fleet which sailed from Cork on the 3d instant, under convoy of his Majesty's ship Sparrow, consisted of the following vessels:—

From Clyde.—Helen, M'Kinlay, Berbice; Eliza, Ferguson, Jamaica;

Ann, Thompson, do.; Columbus, Reid, do.; Jamaica, Burns, do.; Ann Grant, Cameron, do.; Active, Gourley, St. Thomas's; Mars, Campbell, Jamaica; Lady Coote, Baine, do.; Union, Hamilton, Demerara; Hamlet, Smith, St. Kitts; Stranger, Lowdon, Jamaica; Eglinton, Gilkison, Grenada.

Of Whitehaven.—Volunteer, Barwaise, Jamaica; Trelawney, Whiteside, do.; Albion, Johnston, St. Vincent's; Ceres, Fell, Antigua.

Of Bristol.—Loyalty, Bailey, Jamaica; Betsey, Bailey, Grenada; Hercules, Gray, Jamaica; Ulysses, Butter, St. Vincent's; Concord, Wilson, Barbadoes; Minerva, Gardner, Jamaica; King David, Shelstone, Nevis; Charlotte, Sale, Jamaica; Jane, Andrews, do.; Severn, Powell, Barbadoes.

Of Belfast.—Good Intent, Taylor, Antigua.

Of London.—Somerset, Taylor, Barbadoes; Cove, Burnett, Curacoa.

Of Milford.—Jefferson, Brook, South Seas.

Of Cork.—Vigilant, Muirhead, Barbadoes.

Of Liverpool.—Worthy, Gray, Demerara; John, Tyer, do.; Traveller, Fisher, do.; Jamaica, Glegg, Jamaica.

Of Scarbro'.—Lavinia, Thomson, Curacoa.

The Decade frigate, and the Helena SW. sailed along with the fleet. The Decade goes as far as Madeira; the Helena, on making the islands, takes charge of that part of the fleet bound to Demerara and the islands contiguous; and the Sparrow proceeds with the remainder to Jamaica. Several vessels which arrived on the day the fleet sailed have lost the convoy.

MONTHLY RETROSPECT.

THE last month has afforded less interest than any of the preceding. At *home* scarcely any occurrence presents itself that requires particular notice. The gazette of the 26th November contains his Majesty's proclamation for further proroguing Parliament from Thursday, December 8, to Wednesday, the 16th of January, 1809.

Foreign Affairs.

The public anxiety continues to be directed with increasing attention to Spain; whence no authentic accounts have been received. General Blake, after sustaining repeated attacks, is said to have been completely defeated, and the advanced body of the French troops has even reached Valladolid. General Castanos is also reported to have sustained a reverse of fortune, and his army to have fallen back. We would hope as these rumours come, sanctioned by no authority, that they will prove to be considerably exaggerated. It is, however, certain, that the French have crossed the Ebro, and have retaken Logrono. While Castano's

army has retreated, the English troops under General Baird, (who had landed at Corunna, and who were to have formed a junction at Valladolid,) had also received orders to fall back on its line of march. The badness of the roads have occasioned the cavalry to take a very circuitous route, but it was supposed that they would reach Burgos and Valladolid by the end of November. But from the circumstance of our transports still remaining on the coast, and the probability of the return of Sir David Baird's corps, in consequence of General Blake's defeat, it is supposed there might possibly be a necessity for re-embarking his forces. These unfavourable reports, however, are in some measure counterbalanced by more certain intelligence from Catalonia; where, the operations of the Patriots having been attended with success, Barcelona is understood to have fallen into their hands; the unconditional surrender of the 5000 French troops, who had retired from Barcelona to Montini, was daily expected, they having been surrounded by 25,000 Spanish troops. Of the British forces under Sir John Moore (who lately reached Spain) we are concerned to state from the Spanish papers, that 3000 are said to be ill. Sir J. Moore's army experienced very great difficulties on its march; which has been much impeded and weakened by the bad roads, very unfavourable weather, and great loss of men and horses.

The Central Junta continue their active and steady exertions: on the 6th ult. they passed a decree, putting in requisition all the horses in the kingdom, for the use of the army; and commissioners have been appointed in order to select proper horses, and to fix the prices to be paid to the proprietors. In the Island of Cuba, the governor of St. Jago de Cuba, who was in the French interest, has been deposed, and another has been appointed by the commander in chief at the Havannah. The French party, it is stated, are exceedingly dissatisfied, and are taking steps to oppose this measure.

In *Portugal*, all is quiet.—The British transports, with the last division of Junot's troops, were still there, and were expected to be detained until the safety of those sent to France shall be known.

The armistice between Sweden and Russia having terminated, hostilities have commenced; the Russians, although most bravely opposed, are now in full possession of the province of Wasa, in Finland; and the unhappy inhabitants are reduced to the utmost distress for want of provisions. Under the influence of French councils, Denmark continues her hostile conduct towards Britain, the slightest correspondence with us being subject (on detection) to *death*, without possibility of mitigating the sentence.

In *Holland*, the embargo is again enforced with the utmost rigour. A similar rigour is also maintained in America, by the president Jefferson, greatly indeed to the detriment of the agricultural and commercial interests, who murmur most loudly, but ineffectually, against this arbitrary measure. Reports state General Clinton and Mr. Madison to be candidates for the succession to the presidency, on the termination of Mr. Jefferson's administration.

THE MARINE LIST.

THE British ship Minerva, Harker, of 10 guns, from Liverpool, was seized 24th August, in Boston Harbour, on a charge of arming, and was sent to Charleston Navy Yard.

The Hyana, ——, from Falmouth to Guernsey, foundered 15th inst. near Falmouth. Crew saved.

The Pallas, of Workington, from Liverpool to Cork, is stranded near St. Asaph.

The Fame (Transport) belonging to Shields; Stobbs, Master, is lost on the Coast of France, and it is feared all the Crew drowned.

The Princess of Wales, bound to the Brasiles, which was wrecked in the Mersey 8th inst. floated off the Rocks on Tuesday last, and went to Sea.—The Hannah, Lightly, bound to Jamaica, which was also stranded, floated off, went some miles up the River, and is bottom up.

New York, 20th August.

"The following vessels have been sent into this Port by the frigate Chesapeak, Com. Decature, now cruixing off Block Island:—Brig Mount Vernon, from Providence, bound to Antigua.—Ship John, Bullock, from ditto, for Havana.—Brig Celia, Smith, of New York, from Weathersfield, bound to Dominica.—Brig William, Moulthorp, from Newhaven, bound to Barbadoes.—Brig Little Ann, Usher from Bristol RI. bound to Havana.—Brig Hiram, Munroe, from Providence, bound to Martinique.—Sloop Phœbe, Deville, from Providence, bound to Cayenne.

The Tentacao, Salazar, from Madeira to Baltimore, was lost on Cape Henry, 22nd Aug. Crew saved.

The Unity, Davidson, from Belfast to Workington, was totally lost near Bangor 8th inst.

The Three Brothers (Transport) Capt. Rowles, of London, from Lisbon to France, foundered at sea during a heavy Gale: 283 people drowned. The Master, Mate, and eight Seamen were taken up and carried back to Lisbon.

The Ruby, Clapham, from Quebec to Liverpool, is totally lost on the Coast of Donegal; very little of the cargo will be saved. Crew all saved, after being 13 hours in the shrouds.

The Neptune, Hart, bound to Demerara, which was on shore near Liverpool, is got off with very little damage, and put into Dock.

The Caledonia, Thompson, from Liverpool to Demerara, cut from her Cables in the Mersey, during a Gale on Tuesday night, and got under weigh to prevent her going on shore. She was supplied the next morning, and was safe at anchor.

The Commerce, Collins, from Jamaica to Virginia, has been taken by two French privateers, retaken by a British frigate, and arrived at Virginia 31st August.

The Aurora, ——, from Bristol to Oporto, was spoken with 21th Sept. in distress, and leaky, and had thrown part of cargo overboard.

The Hiram, Anner, from New York to Havannah, was lost on Abaco 21st July. The Crew and a small part of the cargo saved.

The Brilliant, ——, of and from Belfast, and the Carrier, Huddleston, from Dublin, were driven on shore near Whiteheaven on Friday, but since got off and put into Harbour.

Deal, 25. "Last night and this morning we experienced a very heavy Gale of Wind at SSW. Several ships have lost anchors and cables, among the number the Hellen, Thomas; the Canada, Johns; the Principe, Atalanta; and the Balsamao. It is reported that a Collier named the Cicero, foundered in the Downs."

The Liberty (Transport) put into Dover on Friday totally dismasted.

The Annabella, Abercrombie, bound to Tobago, put into Ramsgate on Friday with loss of an anchor and cable, and damaged, having been ran foul of.

The Daedalus frigate was lost on Bare Bush Key, Jamaica, 30th July. Officers saved, and all the Crew except three.

The Harriot (Transport) Hanson, is put into Portsmouth Harbour, having lost an anchor and cable.

The Cygnet SW fell in with a vessel belonging to Shields (supposed to be the Ceres, Smith,) watter logged, about 10th inst. took out the Master and four of the Crew. Eight men were washed overboard.

The John, Swainburn, from Sunderland to Portsmouth, was run down on Thursday night off Dungenness, by another brig, and soon afterwards sunk. Crew saved.

The Active, Raveley, of Sunderland, Coal laden, was wrecked on the Kentish Knock 8th inst. Crew saved.

The Jane, Reed, from Dublin to Lisbon, put into Milford 18th inst. dismasted.

The Portuguese ship St. Marcus, Wilson, from the Brasils and Plymouth (in Ballast) is on shore on a Rock near Margate, and it is feared will not be got off.

The Towan, Cundy, from London to Falmouth, has received damage in the Downs, by being ran foul of, and lost two of her Crew.

The William, Thomas, of and for Carmarthen, from London, got on shore on Dungeness Beach on Thursday night and sunk; since got up by some Sandgate and Folkstone boats, and carried into Dover on Sunday.

The Susannah, Winsborrow, from Teignmouth to Liverpool, put into St. Mary's, Scilly, 19th inst. with much damage, having been on shore and thrown part of her cargo overboard. It is supposed she must unload to repair.

The Neath Castle, Ferguson, from Sunderland, was on shore near Bridlington on Friday, and unloading.

The Endeavour, Wood, of Shields, has been on shore near Bridlington, but got off without much damage.

The Fanny, Graham, from Wexford to London, ran on shore on Sunday night on Fairness Rock, near Margate, but was off yesterday morning after taking out part of her cargo, and intended to put into Margate.

A Galliot Rigged vessel was stranded 8th inst. in Eighouse Bay, on the Northern Coast of the County of Sunderland, and all the Crew drowned. From some Papers, the vessel appears to have been called the "Contest;" her boat has that name, and "Robert Rawlinson" painted on its Stern. It is supposed she sailed from Liverpool last month, and was laden with Salt.

The Two Sisters, Hay; True Briton, Roxby; Success, Ratcliff; Saunderson and James, Honyman; were driven on shore on the Herd Sand, near Newcastle 25th inst. but have been since got off with much damage.

A French privateer captured two brigs and a sloop off Lynn Deeps on Friday afternoon.

The Admetis, Craig, of and from Sunderland to Exeter, was driven on shore yesterday morning near Hythe, with loss of anchors and cables, and it is supposed is bilged.

The Dowson (Transport) Davison, from Quebec to Halifax, has been on shore on Goose Island, but got off and returned to Quebec to repair.

The Hibernia, ——, from Londonderry to Philadelphia, was lost at Lochinaht, Island of Isla, 7th inst.

The Mary, Bibbins, from New Brunswick, arrived at Plymouth on Saturday. She was captured on Thursday off the Eddystone, by the Break of Day French lugger privateer, of about 30 tons, armed with 2 swivels and small arms, and 32 men; retaken the same day by the Active Excise cutter. The privateer is captured by the Brilliant frigate in co. with the Active cutter. The lugger captured on 16th ult. the Leeds Merchant, of and from Weymouth to Guernsey, and the Success, of Milford, from Youghall to Southampton.

A Danish privateer, of 6 Guns and 21 men, arrived at Peterhead 20th inst. Prize to the Childers SW. She had been out from Norway 8 days, and had taken the brig Lord Nelson, of Banff, which the Childers recaptured.

A Danish privateer of 6 Guns and 11 Men, was captured 21st ult. off Fleckeroe, by the Clio SW. and arrived at Leith 12th inst.

A Danish privateer of 4 Guns and 25 Men, was taken 4th inst. off Bergen, by the Cygnet SW. She had been out three days from Bergen, and made no capture.

The Brocatare, French brig, and the Belle Coquette French schooner, from Guadaloupe, laden with Coffee, Cotton, &c. were taken and carried into Corunna 9th inst. by two sloops of War.

A brig belonging to London, Cornquay, Master, and a sloop supposed belonging to Liverpool, were cut out of Widewal Bay, in the Orkneys, about fourteen days ago, by a Danish privateer.

The Meleager frigate was lost near Jamaica 30th July; not the Dædalus as stated by mistake in last list.

The Kate, Bewick, of Liverpool, is lost at Newfoundland.

The Eliza, Norton, and the Flora, Robins, from Malta to London, have been taken by a French privateer, and were retaken on Monday evening by the Goshawk SW. The Flora is arrived at Portsmouth; the Eliza was sent for the Downs.

The Magnet, Coverdale, drove athwart a vessel at Spithead on Tuesday night, by which she carried away her bowsprit, and received other damage.

The Industry, Harrison, from London, is on shore near Yarmouth.

Several vessels received trifling damage in Stokes Bay, during the Gale on Tuesday night.

The Catherine, Davis, from Sligo, which was on shore near Whitehaven, 8th inst. has been got off and put into that Harbour.

The Mary of Leith, and the Lively of Liverpool, lost an anchor and cable each in the Downs, during a heavy Gale on Tuesday night.

The George and Ann, Hodeer, of Exeter, was lost in Bigbury Bay, on Sunday night.—A French lugger privateer was lost at the same time.

Three French privateers were off Dover on Monday evening, and captured a Foreign hoy.

The Mary, Ford, from Liverpool to Stockholm, put into Gothenburg early this month, with loss of topmasts, and having thrown part of her cargo overboard.—The Marquis of Kildare, Dale, from London to Stockholm, put back to Gothenburg about 13th inst. with loss of an anchor and cable.—The Mary, Hardie, from Leith to Sundswell, has been on shore near Gothenburg, but was got off and ready to proceed on her voyage the 18th inst.

Ramsgate 26. "A Collier is sunk in Pegwell Bay; another is dismasted, has been towed on shore near Broad Stairs."

The Ben Lomond, Barr, from London to Rio Janeiro, has returned to the Downs, with loss of two anchors and cables at Dungeness.

The Brothers, late Evans, from London to Malta, was carried into Dover on Sunday, having cut from her cables and carried away her maintopmast, &c.

The Fielding, Murchy, from Greenock to Gothenburg, was driven on shore 6th inst. in Foresdal Bay, county of Sunderland.

The Hussarian, M'Farlain, from Clyde to St. Thomas's, put into Liverpool on Monday, with loss of foremast and bowsprit.

The Amie, Aitken, from London to Grenada, put into Dover on Tuesday with loss of foremast and two anchors and cables.

The Crane schooner was driven on

shore on Wednesday morning, near the West Hope, Plymouth, and it is supposed will be totally lost. Crew saved.

The Britannia, Dedworth, from Waterford to Dublin, is put into Holyhead with damage, having been on shore.

The Unity, Edmonds, from Sunderland, foundered off Dungeneuss on Monday moring.

The Ceres, Smith, of North Shields, from Pictou to London, was struck by a heavy sea off Abderdeen on 8th ult. which washed eight of the Crew overboard, and nearly filled the vessel with water. The Master, Mate, and three men were taken off on the 10th, by the Cygnet SW. and arrived at Leith.

The Peggy, Brown, from Sunderland, with coals, was run down 18th ult. off Orfordness, by the Neptune, Charters, of Berwick. Crew saved.

The Ceres, Cox, from Hull; the Sarah, Frank from London; and the Goodintent, Cowrn, from Scarborough, were driven on shore at the entrance of Shields Harbour 25th ult. Crew saved.

The Lark, Morgan, from Newport, foundered 17th ult. off the Great Orms head. Crew drowned in the boat.

The Vincedor, Names, from Loudon to the Brasils, is carried into Harwich by an Aldbro Pilot boat, with her rudder unshipped, and loss of anchors and cables, having been on shore on the Gun Fleet.

The Nelly, from Leith, and the Atlas, Fischer, were stranded at Heligoland 9th ult.; the cargo of the latter saved, but much damaged. Fourteen vessels were driven to Sea from the same place, the 14th, during a violent gale at South; several of them without their Crews.

The Patience, Success, from Shields to London, was towed into Yarmouth on Friday, by the Pandour cutter, having been dismasted in a gale on the 23d.

The Vedra, Carrick, from Malta to Liverpool, was driven on shore on Wednesday at Lytham, and it is feared will be totally wrecked.

A lugger privateer from Dunkirk, captured on the 10th ult. off Yarmouth, two vessels, one of them bound to Heligoland with a very valuable cargo. The next day she took a ship and four brigs all deeply laden; and boarded the Royal Escape lighter from Heligoland, which they plundered of several articles and suffered her to proceed.

The Hoffoung, Hardrath, which was captured and carried into Bilboa about six months since, has been condemned.

The Braganza, Evans, from New Brunswick to Jamaica, was spoken with 21st September, by the St. Anna, arrived at Lancaster five days after she left St. Thomas's.

The Eolus, Jantnen, from Plymouth to Gothenburgh, was captured 11th Sept. by the Rodure French privateer, and burnt.

The Friendship, Whiley, from Hull to London, was lost off Wells 22d. ult.

Amsterdam, Oct. 9 "The Black Devil Dutch privateer, has captured between Heligoland and the Weser, and carried into Delfziel, the Fortuna, laden with piece goods, from Heligoland. On the 26th ult. a vessel belonging to Kniphausen, laden with hemp and Potash, was carried into Elsinore by a Danish privateer."

Idem, 11th Oct. "According to the Danish papers, there have been captured and carried in Christiansand, a Kniphausen vessel laden with Timber; an English Ship laden with coals; and the Jong, Cornelius, laden with sugar, coffee, &c. The Alexander has been carried into Egarsund.

Paris, Oct. 8. "The Alexandrine privateer of Calais, captured on the 3d inst. off Portsmouth, after a severe action, and carried into Fecamp, an English brig of 284 tons, and 15 seamen, exclusive of 5 passengers, and two French prisoners. She is laden with colonial produce and logwood."—(N. B. Supposed to be the Adventure, Mather, from Honduras to London.

A passenger per the Jane, Graham, from Madeira, states that the day before they made Plymouth, (which was 22nd ult.) they saw a shoop captured, which Capt. Graham informed him he was confident was the Stag, Carpenter, from Madeira.—The Stag sailed about the 16th Sept. and the Jane on the 22nd.

The Perseverance, Roberts, from London, arrived at Heligoland 21st ult. The day before she beat off the Juno privateer of 14 guns, after an engagement of upwards of an hour.—The privateer was captured 20th ult. by the Exertion GB. and carried to Heligoland.

The Intercourse, Cutts, from Leith to Cadiz, has been driven out of Yarmouth Roads, with loss of two anchors and cables. Has since been on shore, but got off with little damage, and was safe in Yarmouth Roads 1st inst.

On the 19th Sept. the Mary, Captain Hunt, was lost near Baltimore, and on the 20th a most violent gale arose, which it was feared would cause mischief to any shipping on the Coast.

The Brothers of Dumfries, Kirk, master, from Ulverstone, with timber, was totally lost 20th ult. near Kirkcudbright.

The James and Margaret, Cragie, of Montrose; and a large ship from Sweden were cut out of a Bay in Ronaldshaw, 21st ult. by a Danish privateer of 3 guns. The Childers SW. sailed 24th in pursuit of them.

The N. S. del Carmen, from Vera Cruz to Cadiz, was taken and carrried into Halifax 5th Sept. by the Ferret SW.

The Fielding, Murchie, from Clyde to Gothenburg, which was on shore on the Coast of Sutherland, has been got off, and proceeded on her voyage.

The James, Prior, from St. Ubes to Limerick, is on shore near Cross Haven Harbour. Cargo landing.

The Harmony, Watson, from Oporto to London, has been taken by a French privateer; retaken by the Linnet SW. and arrived at Portsmouth.

The Sloop Ruby, M'Kinlay, from Glas-

gow to Bristol, laden with sugar, is lost at Cairgarrock, on the Coast of Scotland, and the Crew drowned.

The Vrow Albertina, Legger, from London, arrived at Heligoland 10th ult. was run foul of in the night of the 13th, forced from her anchors and drove to sea, without any person on board; (the Crew having got into the vessel that run foul of her) and since foundered.

The Schooner True Briton, bound to the Brasils, in coming out of Dover Harbour on Tuesday, got on the bar, carried away her mainmast, and stove in her side by striking against the North Pier.

The American schooner, Molly, from Rio Janeiro to England, is detained at the Bay of All Saints, and it is supposed will be condemned, on account of having Brasil wood on board, which is not allowed to be exported.

The Hope, Ebster, from Liverpool to Rio Janeiro, is put into Pernambuco, and discharging.

The Nelly and Peggy, Kerr, from Pictou, put into Jura 7th ult. and was dismasted in a gale the next day; and in endeavouring to enter Ayr Harbour on the 20th, was driven on shore.

The Sir Sidney Smith, Mackenzie, from Sweden to Liverpool, was wrecked in Widewal Bay, Orkneys, 25th ult. Crew saved.

The ——, Capt. Osterman, and the ——, Winkstrom, from the Baltic, were driven on shore by the Danes the end of last month, near Malmoe, and burnt by their Crews.

The Lizard, of Sunderland, bound to Newburgh, with coals; and the brig John, of Frazerburgh, were wrecked 25th ult. near Peterhead.

The Albion, Norquay, from Stockholm to Liverpool, was cut out of the Orkneys, 7th ult. by a Danish privateer of 3 guns.

The Harmonia, Von Burch, from Heligoland to London, has been taken, retaken, and arrived at Yarmouth.

The Russian ship St. Nicholai, Katt, from the Baltic, has been chased on shore near Malmo, by the Danish gun boats, and burnt by the Crew.

The Freden, Lombar, from Westerwick to Gothenburg, foundered off Moea Island.

The Friendship, Butler, from London to Lisbon, put into Cowes 5th instant, leaky, and must be discharged to repair.

The Johannes, Wack, bound to Petersburgh, is taken by the Danes and sent into Eartholm.

The Ann, Duncan, from London to Stockholm, foundered in the North Sea. Crew saved by the Kitty, Clark, and arrived at Gothenburgh.

The Bonne Louise French Letter of Marque of 12 guns, from Bordeaux to Martinique, arrived at Plymouth 9th inst. prize to the Indefatigable frigate.

The Harmonia, Von Bosh, from Heligoland to London, taken and retaken, was sent for Yarmouth, but is not arrived there as mentioned in last list.

The Prince Town, Fraser, from London, was spoken with all well 28th Aug. in lat. 2. N. long. 27. W.

The Friends Goodwill, Furse, from Swansea to St. Mawes, was totally lost 3d inst. near the Land's End.

The Apparencen, from Stockholm to Dublin, has been obliged to put into Carlscrona with damage, in consequence of having been run foul of.

The John, Drysdale, from Clyde to Heligoland, struck on a rock near that Island 26th ult. and was deserted by the Crew. She soon afterwards drifted off and floated to sea.

The Jason, Hyne, of Plymouth, is put back to Gothenburg with loss of two anchors and cables, and so much damaged, having been on shore in the Belt, that she must be repaired.

The George, Hall, sailed the 28th Aug. last, from the Nore, for Gothenburg, and has not since been heard of.

Hague, 1st Nov. "The Grand Duke of Berg privateer has captured off the Isle of Wight, and carried into Havre the brig Betsey, ——, from Newfoundland to Pool."

Copenhagen, 24th Oct. "One of our privateers sent two prizes into Shagen a few days since; the value of them estimated at two tons of gold.—The privateer commanded by —— Kok, has sent two prizes into Aldburgh.—The Buonaparte privateer has taken two Swedish vessels, and sent them into Fladstrand.—Capt. Wullfen has made eight prizes in the Baltic, worth near a Million of Dollars.

The Mars, (Transport) White, from Lisbon, is lost on the Isle of Rhe. Crew saved.

ARRIVALS AND DEPARTURES, From Lloyd's List.

ARRIVED AT GRAVESEND.

Oct. 18.—Adventure, Simpson, from Quebec.—Henry, Franklin, from Halifax.—Seaton, Ward, from Jamaica.—Pacific, Wharton, from Quebec.—James and Margaret, from Waterford.—Betsey & Polly, Daggett, from Teneriffe.—Flora, Marks, from Rio Janeiro.—Susannah, Jameson, from Gefle.

19. North Trader, Bell, from Galway.—Robert & George, Buman; Flora, Turpin, from Cork.—Fenwick, Jackson, from Nova Scotia.—Robust, Landells; William Pitt, Proctor; Comet, Hanton; Centurion, Douglas; Woodland Castle, ——, from Jamaica.—Orion, Groves, from Oporto.—Favourite, Clifton, from Africa.—Betsey, Drury, from Quebec.

20. Pursuit, Miller; Champion, Mackie; Hero, Briggs; Arkly Hall, Tolson; David Shaw, Barnett; Lune, Roberts; William Dent, Musson, from Jamaica.—Elizabeth Anderson, Davison, from Africa.—Mermaid, ——; Aid, Campbell, from Stockholm. Hope, Middleton, from Mogadore.

21. Brown, Grey, from Hernosand.—Eliza, Elroyd, from Mogadore.—Kingston, Bruton, from Jamaica.

23. Isabella, Foster, from Calmar.—Better Luck Still, Burton, from N. Brunswick.—Caledonia, Lovie, from Dublin.—Mercuretta, ——, from Cork.—Indefati-

gable, Williams, from Berbice.—Clarendon, Hodgson, from Jamaica.—Phebe, Read, from Madeira.

24. Britannia, Lamb, from Quebec.—Brook Watson, Holmes, from Jamaica.—Herald, Stevens, from Buenos Ayres.—Henrietta, Deboer, from Lisbon.

25. Hawker, M'Arthur, from Honduras.

26. Anna Maria, Bloomfield, from Malaga.—Lark, Hawkins, from Lisbon.—Eliza, Brown, from Surinam.

27. Urano, Silva, from Rio Janeiro.—Pomonia, Scott, from Gothenburg.—Sally, Gray, from Malaga.—Orion, Evans, from Dublin.—Pallas, Robinson, from Quebec.

28. Fame, Harvey, form Cork.—Adriatic, Grandison, from Rio Janeiro.

30. Margaret, Moor, from Rio Janeiro.

31. Fanny, Graham, from Wexford.—, Evans, from Cadiz.—Emulacion, —, from St. Salvadore.

Nov. 2. Cumberland, Messervey, from Teneriffe.

6. Mary, Chissell; St. Florenzo, Abello, from from Malta.

8. Canada, Anderson, from Quebec.

10. Charlotte Ann, Barrett, from Heligoland.—Express, Gibb, from Gothenburg.

SAILED FROM GRAVESEND.

Oct. 18. Sir Sidney Smith, Lawson, for Rio Janeiro.—Elizabeth, Parker, for Lisbon.—Crescent, Agnew, for Pernambuco.—Thetis, Ross; Neptunes, Lendebad; Anna, Tongren, for Stockholm—Active, Phillips; Henrietta, Erystrom, for Gothenburg.

19. Ben Lomond, Barr, for Rio Janeiro.—Balsamao, Alves; Vindicador, Nunes, for Pernambucco.—Mary, Smith, for Curacoa and Hayti.—Santa Rosalia, Rosse, for Malta—Ambulator, Outhet; Anna Christiana, Peterson, from the Gothenburgh.—Peter, Wermelin; Souci, Landberg; Fosterbegden, Leenaa, for Stockholm.

20. Alligator, Morton, for Hayti.—Canada, Johns, for Trinidad.

21. Pomona, Davidson, for Lisbon.—Graces, Caughey, for Belfast.—Venus, Lunberg, for Stockholm.—Mary, Brown, for Waterford.

23. Llan Rumney, Dawson, for Barbadoes.—Margary and Mary, Williamson, for Bermuda.—Pomona, Davidson, for Lisbon.—Flora, Stoddart, for Trinidad.—Pitt, Foster, for Madeira and Jamaica.—Draper, Campbell, for Belfast.—Agnes, Thompson; Friends, Manning, for Honduras.

23. Anna, M'Aiskell, for Surinam.—Spanish Hero, ——, for Gibraltar.—Nagtwick, Herbert, for Dublin.

24. Spanish Junta, Murray, for Jamaica.

25. Hero, Muir, for Gothenburg.—Prince of Wales, West, for Quebec.—Jane, Sennott, for Malta.

26. Willing Maid, Wardell, for Oporto.—Mary, Wilson, for Gibraltar.—Gatcomb, Fox, for Lisbon.

28. Penelope, White, for Curacoa.—Fame, Thomas, for Lisbon.

30. Britannia, Morrison, for Cadiz.—Rosina, Peircey, for Cape of Good Hope.—Venus, Bergstrom, for Lauscrena.

Nov. 1. Roebuck, Matthews, for Sierra Leone.—Minerva, Da Costa, for Oporto.—John, Emery, for Bahia.—Daphne, Mitchell, for Malta.—Britannia, Brown, for Guernsey.

2. Nesbitt, Wake, for Jamaica.—Active, Ruddell, for Madeira.—Malta, Brinston, for Malta.—Patrioten, Broms, for Stockholm.—Prince of Brasil packet, Watson, for Rio Janeiro.

3. Hope, Beland; Aldro, Ramsden, for Gothenburg.

5. Starling, Leigh, for Curacoa.—Nestor, Murdoch, for Dublin.—Star, Spink, for Teneriffe.

6. Ebenezer, Besant, for Gibraltar.—Rapid, Forbes, for Madeira and Curacoa.

7. Mary, Butcher, for Dublin.

9. Dee, Durno, for St. Michael's.—British Queen, Cooper; Thames, Maule, for Jamaica.—Volunteer, Marten, for Philadelphia.—Piedade, Bameros for Marnaham.

ARRIVED OFF PORTSMOUTH.

Oct. 16. Friendship, Palmer; Edward, Cassou, from Cork.

ARRIVED AT PORTSMOUTH.

Oct. 18. Phebe frigate; Niobe frigate, from Lisbon.—Iris frigate; Swallow SW.; Robert and Ann, (Transport); Calista, do.; Oporto, do.; Thomas, do., Regard, do, Boreas, do.; Mentor, do.; from Gijon.—Patriot, ——, from Spain.

19. Europe, (Transport) from Gijon.

21. Oporto, Covey, from Gijon.—Fleche SW.; Sharpshooter GD. from a cruize.

22. Pelorus SW. from Spain.

23. Africaine frigate, from Lisbon.—Medusa do. from Newfoundland.—Skylark SW. from the Downs.—Warre, Eastingwood, from N. Brunswick.

24. Thames frigate, from Malta and Gibraltar.—About 30 sail under convoy.—Betsey, Eldridge; Alexander, (Transport); Ocean, do.; Britannia, do.; Mercury, do.; Eliza, Painter; Thomas and Mary, Sincock; John, Conyers; Essex, Brook; Phebe, Delano; Hero, Cointon; Success, Casile; Primrose, Waite; Ann, Caldwell; Hero, Guthrie; Sarah, Le Grand; John and Thomas, Nicholson; Albion, Hamilton, George, White; Riccezza, Barbary; Guista, Scopinich; Gioventta, Malata; Mary, Bradford; Glorioso, ——, from Malta.

25. Mermaid, Syms, from Waterford.

26. Levant, ——, from London, bound to Malaga.—Violet lugger, from Guernsey.—Goshawk SW. from a cruize.

30. Alban cutter, from Falmouth.—Primrose SW.; Rattler, Walker; Success, Bennett; Betsey, Walker, from Oporto.

31. Endymion frigate; Arethusa do.; A fleet; Georgiana, Smith; Minerva, Macaulay; Crescent, Agnew; Ben Lomond, Barr; Lusitania, Carman; Margery and Mary, Williamson; Jane, Scott; Neptune, Brooks; Favourite, Atkinson; Juno, Pawson; Creole, Wells; Thomas and Dorothy, from the Downs.

Nov. 1. Hazard, Nordstrom, from Stockholm.—Furious GB.; Dapper do.; Bold do.; a fleet; from the Downs.

2. St. Albans SW. from Yarmouth.

4. Pomona, Davidson; Jane, Patterson, from the Downs, bound to Lisbon.—Linnet SW.; Redpole do. from a cruize.

6. Brilliant frigate, from Guernsey.

7. Camilla frigate, from the Downs, bound to the Mediterranean.—Conquest GB. from Guernsey.—Centaur MW. from the Baltic.

8. Roebuck, Matthews, from London, for Africa.—Defender GB. from a cruize.

10. Victory MW. from the Baltic.

SAILED FROM PORTSMOUTH.

Oct. 16. Egeria SW.; a fleet, for the Downs.

24. Escort GB. for Guernsey.—Crocodile frigate, for the Downs.—Swallow SW. for a cruize.

28. Theseus MW.; Skylark SW.; a fleet, for the Downs.

29. Renuff GB for a cruize.

30 Espeigle SW.; a fleet, for Cork.

31. Sybelle frigate; Niobe do.; Dextrous GB.; 70 sail of Transports, (with Cavalry,) for Corunna.—Hydra frigate; Weymouth SS. for the Mediterranean.—Brazen SW. for Cadiz.—Britannia, Ossay; Endeavour, Wallis; John, Taylor; Audacious, Soderstrom; Eagle, Roberts; Agenoria, Redman, for Lisbon.—Sedulous, Ingham; Search, Bloomfield; Tres Reys Majos, Active, Stickens; Bom Dispacho, for Oporto.—Amphion, Norbeck; Freden, Rappen; Bark Oden, ——; Gustava, Schugge; Bawje Notoria, ——, for St. Ubes.—Aid, Wall, for Gijon.—Levant, Coran, for Malaga.—Sophia Gustava, ——; Effort, Brown; Fame, Williams; Alert, Delday; Alfred, Lightfoot, for Cadiz.—Baron Nelson, Foster; Reward, Flore; Isis, Bowdon; Progress, Barber; Eliza, Harris; Sophia, Lumbarg; Commerce, Tindal; Margaret, Key; Traveller, Collinson; Pelham, Gretton; Christian, Young; Policy, Jarwood; Hawke, Bines; Adelphi, Strafford; Return, Crawley; Sally, Hall; Commerce, Howell; Lucy, More, for Gibraltar.—Clapton, Broughton; Blucher, Mercer; General Armstrong, Sinclair; Jane, Johnson; Lord Borrington, Partridge; Salvadore, Rolle; Mount Royal, Hall; Three Sisters, Japp, for Malta.

It is supposed several vessels from the Downs joined; the fleet put into Yarmouth Roads.

Nov. 1. Tigre MW. for Portugal.—Blossom SW.; Thomas and Mary, Camper; Garland, Roche, for Africa; and several others, particulars unknown.—Jupiter MW.; Britannia, Anderson; Cotton, Jenkins; Thetis, Davison; Hannah, Douglas; Sarah, Croker; Orion, Crow; Plutus, Davie; Three Brothers, Robinson; William, Gaskin, for St. Andero.

2. Mutine SW.; Crescent, Agnew; Ben Lomond, Barr; Prencipe Atalanta, ——; Lusitania, Carmen; Baroness Longueville, Pitts; Venus, Berkley; Gratitadao, ——; Favourite, Atkinson; Americano, ——; Legeiro, Ramos; Betsey, Quinton; Olivera, Belbn, for Madeira and Brasils.—Georgiana, Smith, for Caracoas.—Margary and Mary, Williamson, for N. Providence.—Active, Wall; Favourite, Ritchie; for Teneriffe, and several others.—Arethusa frigate, for a cruize.—Endymion frigate, with a fleet of Transports, having the 18th Regt. of Dragoons on board, for Corunna.

3. Surinam SW.; a few vessels; Adventure transport, Greig, for Spain.

7. Donegal MW. for Westward.

10. Redpole GB. for a cruize.

ARRIVED AT STANDGATE CREEK.

Oct. 23. Sally, Bray, from Malaga.

24. Anna Maria, Bloomfield, from Malaga.

25. Julia, Daggett, from Villa Nova and Saloe.

Nov. 1. Eliza, Norton, from Malta, retaken by the Goshawk SW.

ARRIVED AT TORBAY.

Oct. 17. The Channel fleet, from a cruize.

24. Mediator frigate, from Lisbon.—Brilliant do. from a cruize.

30. Harmony, Paine, from Poole, bound to Newfoundland.

24, Gannet SW. from Torbay to Portsmouth.

30. The Channel fleet, from Torbay, for off Brest; and the Mediator frigate, for Lisbon.

ARRIVED AT DARTMOUTH.

Oct. 18. Perseverance packet, from London, leaky—bound to Limeric.

23. Brothers, Drenley; Commerce, Cole; Kangaroo, Munn, from Newfoundland.

28 Berry Castle, Glynn, from Newfoundland.

Nov. 1. Racehorse, Algar, from Newfoundland.—Dublin, Norris, from Lisbon.

ARRIVED AT PLYMOUTH.

Oct. 17. Seine frigate, from Corunna.—Rosetta, Trewavas, from Lisbon.

19. Urania, Wessell, from Oporto.

22. Jane, Graham, from Madeira.—Drie Gebroeders, Schwartz, from St. Ube's.

24. Scorpion SW. from Lisbon.—Alcmene frigate, from Spain.—Aurora, Rode; Albatross, Arnold, from Teneriffe.—Placentia, Doyle, from Newfoundland.

25. Rowena SW. from Corunna.—Eclair do.; Raleigh do. from a cruize.

26. Hindostan MW.; Edgar, Brown, from Lisbon.

27. Gleaner SW. from St. Andero in 4 days.

29. Nonpariel SW. from Corunna.—Belle Coquette, French schooner, from Guadaloupe, prize to the Nonpariel.—Black Joke lugger; Conflict GB. from a cruize.

31. John & Charlotte, Patterson, from Quebec.—Swallow SW. from Portsmouth.—Contest GB. from Torbay.

Nov. 1. Ferret, SW. from Spain.

2. Little Mary, Brooks, from Stockholm.

5. Ten sail of Transports, (with Dragoons) from Portsmouth, and sailed in-

mediately for Corunna, under Convoy of the Nonpariel SW.

7. Spencer MW.; Statira frigate, from a cruize.—Zebra Bomb, from Westward.—Jean Baptiste French sloop, laden with wine, Prize to the Emerald frigate.—Lancashire Witch, from Liverpool.

8. Theseus MW.; Lilly SW.; Trompeuse do.; Alcmene frigate, from a cruize.

SAILED FROM PLYMOUTH.

Oct. 17. Sybelle frigate, for Portsmouth.—A fleet for Eastward, under convoy of a sloop of War.

20. Orestes SW.; Eclair do. for a cruize.

29. Alcmene frigate, with a fleet of Victuallers.—Peacock SW. for a cruize.—Humber AS. for Falmouth.—Sprightly cutter, for a cruize.

31. Cæsar MW.; Defiance do. for a cruize.—Eclair SW.; a fleet of Victuallers, &c. for Corunna.

Nov. 1. Tejo, ——; Admiral Nelson, ——; Pombina, ——; Allegren Constantia, ——, for the Brasils.—Scorpion SW. for Corunna.—Cheerful cutter; a fleet for Wales.—Orestes SW. for a cruize.

ARRIVED AT FALMOUTH.

Oct. 16. Alban cutter, from Rio Janeiro, in 10 weeks, with Dispatches.

18. Windsor Castle packet, from New York, sailed 10 ult. and from Halifax 27th.

21. Resolution, Hubbard, from Benecarlo.

23. Nile, Andrews, from Malta, and sailed for London.

26. Lady Pellew packet, from Corunna, in 3 days.—Aigle frigate, from off Brest.—Foxhound SW. from a cruize.

29. Dispatch packet, from Corunna, in 3 days.

30. Prince of Wales packet, from Corunna and Fowey.

31. Nemesis, Quirk, from Gibraltar and Madeira, bound to Lisbon, detained by the Primrose SW. for not having a Register. — Gluckstadt MW. from the Downs.

Nov. 2. Endeavour, Fitzgerald, from London, bound to Lisbon.—Old Friend, Dyse, from London, bound to Gibraltar.—Sir Sidney Smith, Lawson, from London, bound to Rio Janeiro.—Eleonora Charlotte, Dahlstrom, from Plymouth, bound to Cadiz.

4. Mutine SW. from Portsmouth, and Convoy, bound to the Brasils.

5. Windsor Castle packet, from St. Andero, sailed 31st ult.

6. Aimable frigate; Resistance do.; —— SW.; Twenty Transports, from Lisbon and Quiberon, after landing French troops.—Active, Allen, from Fowey, bound to Lisbon.

8. Seven Transports, from Lisbon and Quiberon.

SAILED FROM FALMOUTH.

Oct. 16. Dispatch packet, for Corunna.

17. Cricket schooner, for Corunna.

22. Eliza packet, for Corunna.—Windsor Castle packet, for St. Andero.

24. Eliza packet, bound for Corunna.

30. Amazon frigate; Eliza packet, for Corunna.—Princess Elizabeth packet, for Lisbon.—Prince Adolphus do. for Leeward Islands.—Marlbro' packet, for the Brasils.—Trial, Absalom; Mars, Peachey, for Lisbon.—Fermina, Garbutt, for Corunna.—John & Thomas, Trewhella, for Gibraltar.—Aigle frigate, for a cruize.

31. Foxhound SW. for off Brest.

Nov. 1. Lord Lenox, Whiteside, for Cadiz, to join the fleet off the Port.

5. Mutine SW.; a fleet, for the Brasils; also several vessels bound to the Mediterranean.—Plover SW.; Cheerful cutter, for Spain.—Lady Pellew packet, for Corunna.

8. Mutine SW. and fleet for the Brasils, &c. &c.—Lady Pellew packet, for Corunna.—Lady Arrabella do. for the Mediterranean.—Prince of Wales do. for Jamaica.

ARRIVED AT LIVERPOOL.

Oct. 17. Elizabeth, Shapley, from Pr. Edward's Island.—Adventure, Lesley, from Newfoundland.—St. de Matozenhos, Francisco, Azores.

19. Irvin, Piers, from Jamaica and Beaumaris.—Hoppet, Crickler; Triton, Tornwick, from Stockholm.

21. Ceres, Cargill, from Gefle.

22. Aurora, Phillips, from Trinidad, sailed 1st Sept.—Henrietta, Coulter, from Hayti and Jamaica, sailed 12th Aug.—Elk, M'Nillage, from Novia Scotia.

31. Dolphin, Swenson, from Oporto and Dublin.

Nov. 1. Elizabeth, Cook, from Messina and Hoylake.

5. Salorno, Phillips; Mary, Desmore, from Messina.—Duke of York, Dunn, from Malaga and Hoylake.

9. Anthorn, Skaife, from Quebec and Holyhead.—Friends, Birbeck, from Jamaica and the Downs.

ARRIVED AT YARMOUTH.

Oct. 20. Chanticleer SW. from a cruize.—Concord, Red, and leaky, from Gothenburg. — Recovery, Le Mesurier, from Guernsey.

24. Hercules, Steburg, from Gothenburg, bound to Gibraltar, and several coasters with loss of anchors and cables.

28. Bellerophon MW. Admi, Gardner, from the Downs.

31. Thunderer MW.; Princess Caroline do.; Crocodile frigate; Lord Nelson cutter, from a cruize.

Nov. 2. Havock GB. from Gothenburg, sailed 28th ult.

3. Goliath MW.; Calypso SW. from the Baltic.

4. Vanguard MW. from the Baltic.—Rosamond SW.; Bruizer GB. from Heligoland.—Briseis frigate, from off the Texel.

8. Acute GB. from the Baltic.—Alexandria frigate, from the Nore.—Princess Augusta do. from off the Texel.

9. Bellerophon MW.; Minotaur do.; Majestic do.; Abouker do.; Alexandria frigate; Skylark SW.; Safeguard GB. from a cruize.

SAILED FROM YARMOUTH.

Oct. 20. Thunderer MW.; St. Albans do.; Nassau do.; Princess Charlotte do. for a cruize.

31. Nassau MW for the Nore.—Princess Carolina do. for the Downs.—St. Albans do. for Portsmouth.

Nov. 1. Bellerophon MW.; Majestic do.; Minotaur do.; Aboukir do.; Thunderer do.; Nemesis frigate; Crocodile do. for a cruize.

ARRIVED AT MILFORD.

Recovery, Matthews, from Jamaica, bound to Dublin.

Oct. 18. Garland, Stanworth from Liverpool, bound to Newfoundland, lost an anchor and cable.—Mary, Watkins, from Dublin, bound to Portsmouth, with loss of mainsail.

24. Speedwell, Rains, from Dublin, bound to Cork and West Indies, with loss of sails.

27. William, Paisley, from St. Ubes, bound to Cork, with loss of bowsprit and sails.—Hamlet, Smith, from Clyde, bound to Cork and W. Indies.

30. Phœnix, Tomlinson, from Oporto.—Cyrus, Shaw, from Quebec.

SAILED FROM MILFORD.

Oct. 30. Speedwell, Raines, for Cork and Jamaica.—Jefferson, Brock, for Cork and South Seas.—Garland, Stanworth, for Newfoundland.

Alphabetical List of Bankruptcies and Dividends, announced between the 20th of October and the 20th of November, extracted from the London Gazettes.

BANKRUPTCIES.

(The Solicitor's names are between Parentheses.)

ALDERSON Edmund, Carlisle, dyer, Mounsey, Carlisle, and Mounsey, Staple's inn.

Atkinson William, Manchester, shoedealer. (Windle, John street, Bedford row, and Griffiths and Hind, Liverpool.

Averill George, Stafford, wheelwright. (Robinson, Litchfield, and Rudall, Clement's inn.

Baker Joseph, the younger, Stafford, shoe manufacturer. (Anstice, Temple, and Brooks, jun. Stafford,

Barker James, Sparrow corner, Minories, corn chandler. (Shepherd, Hyde street, Bloomsbury.

Barnes Thomas, Colchester, sadler. (Smythers, Colchester, and Milne and Parry, Temple.

Barns John, Manchester, manufacturer. (Willis, Warnford court, London, and Heslop and Barrow, Manchester.

Beavers John, Sheffield, builder. (Crosley, Holborn court, Gray's inn, and Jackson, Bank end, near Barnsley,

Bowstread Sarah, Kingsland road, widow, corn merchant. (Bryant, Copthall court, Throgmorton street.

Brading James, Newport, Isle of Wight, builder. (Wilmot, Holborn court, Gray's inn.

Brooker James Charles, Kennington green, Surry, broker. (Allingham, St. John's square.

Bryan Samuel, Grosvenor mews, Middlesex, chandler. (Robinson and Lee, Lincoln's inn.

Campbell Ann, Huddersfield, York, merchant. (Lee, Leeds, and Battye, Chancery lane.

Clarke Thomas, Portsmouth, merchant. (Matthews, Portsmouth.

Colgrave John, Red Lion street, Holborn, wine merchant. (Pullen, Fore street.

Connellan Jeremiah, St. Catherine's, Middlesex, ship chandler. (Bourdillon and Howitt, Little Friday street, Cheapside.

Cooper Benjamin, Earl street, Blackfryers, builder. (Loxley, Cheapside.

Corrie John, High street, Lambeth, brewer. (Search, Lyons inn.

Cotton Lawrence, Fenchurch street, merchant. (Evitt and Rixon, Haydon square, Minories.

Drew John, Dursley, Gloucester, innkeeper. (Bloxsome, Dursley, Price, and Williams, Old buildings, Lincoln's inn.

Dunn James, Stockport, Chester, draper. (Ellis, Carsitor street, Chancery lane, and Morgan, Manchester.

Elliot George, Winchester street, merchant. (Crorodie, Lavie, and Garth, Frederic's place, Old Jewry.

Fall George, and James Hutchinson, Tooley street, brewers. (Holmes and Lewis, Mark lane.

Fly William, and John Croydon, bricklayers. (Kirkman, Cloak lane

Forster George, Easter Dukesfield, Northumberland, miller. (Watson, Temple, and Hunter, Newcastle-upon-Tyne.

Frith Robert, Broughton Ford, near Manchester, calico printer. (Edge, Manchester, and Edge, Inner Temple.

Fry Robert, Lullington, Somerset, banker. (Williams, Red Lion square, and Willmott, Bradford, Wilts.

Gilbert John, Chiswell street, grocer. (Hodge, Dorset street, Salisbury square.

Goff Elijah, Wellclose square, coal merchant. (Allan, Frederic's place, Old Jewry.

Goodman Neville, March, Cambridge, liquor merchant. (Huxley, Middle Temple, and Matthews, March.

Goss Thomas, Hackney road, apothecary. (Keys, Somerset street, Aldgate.

Hall Henry, Gutter lane, London, warehouseman. (Reynolds, Castle street, Falcon square.

Handcocks John, Bromyard, Hereford, dealer in horses. (Pewtris, Gray's inn, and Reece, Ledbury.

Hougham Nicholas, otherwise Nichol, Oakshaw, Cumberland, drover. (Mounsey, Carlisle, and Mounsey, Staple's inn.

Head Frederic, Bury, baker. (Wharton and Dyke, Temple, and Holmes, Bury.

Herbert Robert Bateman, Clare court, Drury lane, and also of Grafton street, Westminster, broker. (Dobbins, Furnival's inn.

Howard James and John, Burnly, Lancaster, cotton spinners. (Parker, Bury, Lancaster, and Wigglesworth, Gray's inn square.

Hughes James Fletcher, Wigmore st. Cavendish square, bookseller. (Wiltshire and Bolton, Old Broad street.

Ibberson Samuel, Ludgate hill, silk mercer. (Ellen, New Bridge street.

Jackson Leonard, William, Brownlow street, Holborn, cabinet maker. (Patten, Cross street, Hatton Garden.

Johnson George, Pear-tree row, New cut, Blackfriar's road, cabinet maker. (Allingham, St. John's square.

Jones John, Llangollen, Denbigh, shopkeeper. (Presland, Brunswick square, London, and Edmunds, Oswestry.

Jones Daniel, Penuro Back, Merthyr Tidvill, Glamorgan, grocer. (Biggs, Hatton Garden, and Biggs, Bristol.

Jullion James, Blackman street, Southwark, linen draper. (Lee, Three crown court, Southwark.

Kitching John, Leeds, dyer. (Grainger, Leeds, and Crosley, Gray's inn.

Kitson John, Dewsbury Moor, York, clothier. (Willis, Warnford court, Throgmorton street, and Wadsworth, Tillbridge, near Leeds.

Knight Thomas and Samuel, Mosley, Lancaster, clothiers. (Townsend, Staple's inn, and Bannister, Rochdale.

Lane Luke, Kingsclere, Hants, shopkeeper. (Kibblewhite, Rowland, and Robinson, Gray's inn place.

Leman John, Ramsgate, shopkeeper. (Clatton, St. Thomas's street, Borough.

Lindley James, Penistone, York, leather cutter. (Wilson, Greville street, Hatton Garden, and Keir, Barnsley.

Lyon Thomas, Liverpool, merchant. (Windle, John street, Bedford row, and Griffiths and Hinde, Liverpool.

Mann George, Southampton place, Strand, victualler. (Crawford, Charles square, Old street road.

Nannin Calton, Pickett street, cheesemonger. (Hurd, Temple.

Marchent Thomas, Bridgewater, stationer. (Tarrant, Chancery lane, and Dean, Bridgewater.

Medhurst William, Ross, Hereford, innholder. (Williams, Red Lion square, London, and Hooper, Ross.

Miller George, Woolwich, tailor. (West, Clement's inn.

Miller Jeremiah, Brighthelmstone, bricklayer. (Attree, Brighthelmstone, and Ellis, Hatton Garden.

More Walter, Halesworth, Suffolk, saddler. (Crabtree, Halesworth, and Pugh, Bernard street, Russel square.

Mulloy Thomas, Tokenhouse yard, mariner. (Dawes, Angel court, Throgmorton street.

Newman Charles, Whitechapel, shopkeeper. (Wilson, King's bench walk, Temple.

Nixon John, Newcastle Demesne, Cumberland, drover. (Mounsey, Carlisle, and Mounsey, Staple's inn.

Osbaldiston Joseph, and Richard Jones, Manchester, cotton dealers. (Edge, Manchester, and Edge, Inner Temple, London.

Page John, Bishopsgate street, haberdasher. (Sweet, King's bench walk, Temple.

Palmer Thomas, Goodge street, St. Pancras, tailor. (Turner, Edward street, Cavendish square.

Parsons Robert, Lyncombe and Widecombe, Somerset, grocer. (Shepherd and Adlington, Bedford row, and Shepherd, Bath.

Pearce James, Roughborchworth, Benston, York, tanner. (Rimington and Wake, Sheffield, and Wilson, Greville st. Hatton Garden.

Perry Joseph, Angel court, Throgmorton street, broker. (Atkinson, Castle street, Falcon square.

Pink John, Gravesend, house carpenter. (Clarkson, Essex street, Strand, and Prail, Rochester.

Poppiestone William, Plymouth, grocer. (Coryndon and Kelly, Plymouth, and Alexander, Bedford row, London.

Potts James, White Bear yard, Backhill, Middlesex, cabinet maker. (Cruchley and Fry, John street, Bedford row.

Radley Benjamin, Ossett, York, clothier. (Clarkson, Essex street, Strand, and Clarkson, Wakefield.

Rand Joseph, Deptford, Kent, brewer. (Saward, Prince's street, Rotherhithe.

Read Robert, Caroline Mews, Bedford square, stable keeper. (Denton and Barker, Field court, Gray's inn.

Rhodes Samuel, Newcastle, Stafford, grocer. (Morris, Newport, Salop, and Benbow and Hope, Stone buildings, Lincoln's inn.

Rhodes William, Shacklewell, Middlesex, warehouseman. (Whitaker, Broad court, Long Acre.

Robinson Anna Maria, Hull, milliner. (Kearsey, Bishopsgate Within, London, and Lloyd, Hull.

Rolls Richard, London, Southam, Warwick, money scrivener. (Shepherd and Adlington, Bedford row, and Tidmas, Warwick.

Roper William, Piddock, late of London and of the Cape of Good Hope, merchant. (Swain, Stevens and Maples, Old Jewry.

Rouse David Charles, Cornbrook, Manchester, brewer. (Willis, Warnford court, Throgmorton street, and Heslop and Barrow, Manchester.

Rose Joseph, Road, Somerset, farmer. (Shephard and Adlington, Bedford row, and Shephard, Bath.

Samuel Levy, Leman street, Goodman's fields, clock maker. (Isaacs, Mitre court, Aldgate.

Saunders Abraham, late of Tottenham street, horse dealer. (Smith, Bedford street, Bedford row.

Smith Charles, Bath, corn factor. (Harrison, Craven street, Strand.

Smith John, Saffron hill, Middlesex, grocer. (Jones and Green, Salisbury square.

Smith James, Great Trinity lane, London, merchant. (Latkow, Wardrobe court, Doctor's Commons.

Steel, William and James, and Christopher Johnstone, late of Lancaster, linen drapers. (Blanchard and Car, Preston, and Barret, Gray's inn

Thompson Robert, Craven buildings, Drury lane, dealer. (Bousfield, Bouverie street, Fleet street.

Tompson William the younger, Wolverhampton, Stafford, grocer. (Biddle, Wolverhampton, and Williams, Staple's inn.

Walsh Benjamin, and Thomas Nisbet, Angel-court, Throgmorton street, brokers. (Smith and Tilson, Chapter house, St. Paul's.

Ward William, Leicester, and Richard Frazer, of Cateaton street, London, hosiers. (Lawton, Leicester, and Taylor, Southampton buildings, Chancery-lane.

Webster Henry, Roll's buildings, Fetter lane, jeweller. (Lee, Castle steet, Holborn.

Whitehead John, Hull, grocer. (Sykes and Knowles, New inn, and Martin, Hull.

Wilks Charles, Birmingham, stationer. (Constable, Symond's inn, London, and Simcox, Birmingham.

Williams Roger, Bedwelty, Monmouthshire, shopkeeper. (Gabb and Son, Abergavenny, and Gregory, Clement's inn.

Williams Thomas, late of Shoe lane, vintner, but now of the Fleet prison. (Salkeld, Dowgate hill

Wilmot Joseph, East Markham, Notts, butcher. (Fisher, Gainsborough, and Rhodes, Cooke and Handley, Clerkenwell.

Wright Robert, Thorverton, Devon, dealer and chapman. (Mortimer, Exeter, and Williams and Drake, Prince's street, Bedford row.

Wright John, Hammersmith, cheesemonger. (Batsford, Bermondsey.

Wright Thomas, Cowper's row, Crutched Friars, broker. (Mills, Ely place.

Young Thomas, Machen, Monmouth, dealer. (Davis, Bristol, and James, Gray's inn square.

DIVIDENDS ANNOUNCED.

ABSOLEM William, Leicester street, Leicester square, straw hat manufacturer, Dec. 6.

Allen Samuel, Cardiff, Glamorgan, Nov. 19.

Anderton William, Liverpool, upholsterer, Dec. 1.

Andrade Joaquim, Abchurch lane, insurance broker, Nov. 10.

Andrade Joaquim, and Joachim Christian Stocqueler, Abchurch lane, insurance brokers, Nov. 10.

Anwyl Thomas Lloyd, Shrewsbury, money scrivener, Nov. 24

Atkinson Richard, Fenchurch street, wine merchant, Dec 3.

Atkinson Richard, and Henry Walters, Fenchurch street, wine merchants, Dec. 3.

Barnes Richard, Manchester, victualler, Nov. 28.

Barrett William, Broad street, London, merchant, Dec 13.

Beach John, Birmingham, button maker, Dec. 13.

Beesley Francis, Rood lane, wine merchant, Nov. 30.

Berridge William, Maiden lane, Wood street, hosier, Dec. 17.

Betts James, Mistley, Essex, ship builder. Dec. 8.

Bickerstak William, Nottingham, haberdasher, Dec. 10.—Jan. 10.

Birley John, Sheffield, saw and edge tool manufacturer, Nov. 23.

Bland Joseph, Fen court, insurance broker, Dec. 9.

Bland Joseph, and John Salterthwaite, Fen court, London, insurance brokers, Dec. 6.

Bottomley John, Leeds, York, timber merchant, Nov. 15.

Bowman John, Water lane, brandy merchant, Jan 30.

Brander James, Angel court, Throgmorton street, merchant, Dec. 17.

Brewer William, Cirencester, Gloucester, innholder, Dec. 9.

Bridger John, the younger, Morthake, Surry, tallow chandler, Dec. 3.

Brown William, and John Yoxen, Jermyn street, shoe makers, Dec. 6.

Bryan William, White Lion court, Birchin lane, merchant, Nov. 16.

Bryan Robert, Greek street, Soho, tallow chandler, Nov. 29.

Bullock James, Scots yard, Bush lane, wine merchant, Dec. 13.

Cartwright Samuel, Maiden lane, Wood street, hosier, Dec. 6.

Chapman Samuel, Woolpit, Suffolk, Nov. 11.

Chard James, Anchor and Hope alley, Red Lion street, St. George's in the East, painter, Dec. 17.

Cheek Henry, Richmond, Surry, linen draper, Dec. 3.

Clarkson Elizabeth, South Audley st. oil dealer, Nov. 19.

Clarkson Elizabeth, and Richard Dove, South Audley street, oil dealers, Nov. 19.

Compton Spencer, New street, Bishopsgate street, merchant, Dec. 6.

Copping James, Chevington, Suffolk, yarn maker, Nov. 26.

Crundall John, Clapham road, Lambeth, carpenter, Dec. 6.

Dartnall William, George yard, Lombard street, stationer, Nov. 19

Davis George, Cranbourne street, Leic.

cester fields, linen draper, Nov. 18.—Dec. 10.

Davis Samuel, Bury street, St. Mary Axe, merchant, Nov. 29.

Deacon Henry Hieronymus, Token-house yard, stock broker, Nov. 26.

Denison James, Friday street, Cheapside, warehouseman, Nov. 29.

Denison James, William Andrews Phelps, and George Williams, Friday street, warehousemen, Nov. 29.

Dobson John, Ratcliffe Highway, draper, Dec. 6

Dove Richard, South Audley street, oil dealer, Nov. 19.

Dove James, Newmarket, Suffolk, grocer, Nov. 19.

Drimmy Robert, Great George street, Minories, tailor, Dec. 6.

Dyke Samuel, Bartholomew close, tea dealer, Nov. 19.

Eardley Thomas, Exeter, dealer in glass, Dec. 7.

Easterbrooke John, Exeter, hatter, Dec. 15.

Eddington John, and John Grosvenor, Montague street, Middlesex, builders, Dec. 10.

Epworth James, Spalding, Lincoln, grocer, Nov. 22.

Fairless Matthew, Bishopwearmouth, Durham, coal fitter, Nov. 28.

Fawcett Thomas, Old Change, merchant, Nov. 15.

Field Simon, Plymouth Dock, wine merchant, Nov. 19.

Fisher Thomas, Ramsgate, grocer, Nov. 19.

Flack John, London road, St. George's fields, coach smith, Nov. 19.

Foreshaw Alexander, Whitechapel, High street, victualler, Dec. 17.

Furlonge Michael, late of Guildford street, merchant, but now of the King's Bench prison, Dec. 10.

Furniss Mark, John White, and Robert Styring, Sheffield, silver platers, Dec. 5.

Gale Curwen, Tower hill, merchant, Dec. 10.

Gatty Joseph, Oxford street, ironmonger, Dec. 6.

German Anthony, Nottingham, hosier &c. 5.

Green, Valentine and Rupert, Percy st. Tottenham Court road, engravers, Nov. 30.

Grellet Charles, and Samuel Winter, Lawrence Pountney lane, merchants, Nov. 19.

Grimes George, Great Warner street, Coldbath fields, linen draper, Jan. 23.

Hall Gervis, Bow street, Covent garden, liquor merchant, Nov. 30.

Harker Anthony Christopher, Sheffield, saw and edge tool manufacturer, Nov. 23.

Harvey John, Springfield, Essex, brick layer, Nov. 12.

Henderson William, Paternoster row draper, Jan. 17.

Herron George, Bermondsey street, Southwark, fell-monger, Dec. 3.

Hill George, Tottenham court road, cabinet maker, Nov. 19.

Hingeston Robert, Walbrook, man's mercer, Dec. 17.

Hingeston Charles, Walbrook, man's mercer, Dec. 17.

Hingeston, Charles and Robert, Walbrook, men's mercers, Dec. 17.

Hinse Carl, Little castle street, Leicester square, tailor, Feb. 21.

Holmes Dixon, Piccadilly, warehouseman, Dec. 17.

Hopkinson Joseph, Isaac Bower, William Vickers, James Richardson, John Birley, and Anthony Christopher Harker, Sheffield, saw and edge tool manufacturers, Nov. 23.

Horner Luke, Lancaster, common brewer, Nov. 21.

Hudson James, Watling street, merchant, Dec. 6.

Hughes Thomas, Bennett street, St. James's, victualler, Dec. 13.

Hunter John, Great Newport street, haberdasher, Dec. 24.

Hurrell Thomas, Conduit street, tailor, Nov. 5.

Hustler James, Oreston Colville, Cambridge, farmer, Dec. 6.

Ireland John Layton, High street, Shoreditch, cheese monger, Dec. 17.

Jacob John, Stratford, Essex, miller, Jan. 27.

Jefferson Anthony William, Rathbone place, glassman, Jan. 20.

Johnson John, Holborn hill, linen draper, Feb. 18.

Johnson David, Brown street, Hanover square, smith, Nov. 30.

Kelland William, Exeter, carrier, Nov. 19.

Kershaw James, Manchester, coal dealer, Nov. 26.

Lawrence John, Stringround, Huntingdon, tanner, Nov. 30.

Lewis Henry, and William Chambers, Rathbone place, carpenters, Nov. 23, and not Oct. 23, Dec. 6.

Lowe William, Drury lane, cabinet maker, Dec. 10.

Lowe James, Chelford, Chester, innkeeper, Nov. 29.

Macklin Matthew, Southampton, silversmith, Nov. 16.

Marter John, Robert Boyd, and Edward Stewart, Ironmonger lane, merchants, Nov. 22.

Mayell William, late of Exeter, but now of Salisbury goal, jeweller, Dec. 6.

Meeker William Parsons, Basinghall street, merchant, Nov. 22.

Merrick John, Mark lane, and Guernsey, merchant, Dec. 13.

Merrick John, and Samuel Hoskins, Mark lane and Guernsey, merchants, Dec. 13.

Merritt William, Blackman street, Surry, stationer, Dec. 17.

Millington, John and Joseph, Houndsditch, glaziers, Dec. 8.

M'Lachlan Alexander, and John Galt, otherwise John B. Galt, Great St. Helen's factors, Nov. 8.

Moore James, Wa'worth, merchant, Nov. 29.
Morris William, Manchester, leather seller, Nov. 29.
Mure Hutchinson, Robert and William, Fenchurch street, merchants, Dec. 13.
Nesbitt Richard, Newcastle upon-Tyne, grocer, Nov. 15.
Nicoll James Gaevern, Goldsmith street, Hackney, bricklayer, Dec. 6.
Norcliffe James, Robert town, York, Nov. 12.
Oldfield James, Liverpool, merchant, Dec. 2.
Paine George, Brompton, Kent, butcher, Dec. 13.
Parker Samuel Fenning, East Smithfield, liquor merchant, Dec. 3.
Parker Jesse, Edgbaston, Warwick, rope maker, Dec. 5.
Parry Charles, Liverpool, currier, Nov. 23.
Partridge Roger, Clement's inn, merchant, Dec. 10.
Phelps William Andrews, Friday street, London, warehouseman, Nov. 29.
Phipps Joseph, otherwise Joseph Lovell P. Ivetsea Bank, Statford, innholder, Dec. 9.
Pickup James, Burnley, Lancaster, cotton spinner, Dec. 8.
Pinney Francis, Prince's street, Leicester square, carpenter, Nov. 19.
Prager Joseph, Norfolk street, Strand, broker, Nov. 29.
Price Edward, otherwise Alexander Spence, Leeds, merchant, Dec. 8.
Pullen William, Well's row, Islington, butcher, Dec. 6.
Racey James, Bath, brewer, Dec. 6.
Raine Thomas, and George Mackay, Greenwich, ship owners, Nov. 22.
Raine Thomas, Greenwich, ship owner, Nov. 22.
Read Edward, Ilford, Essex, Dec. 10.
Reeve James, Holborn, umbrella maker, Jan. 17.
Reid James, Broad street, underwriter, Nov. 26.
Richardson James, Sheffield, saw and edge tool manufacturer, Nov. 23.
Risleben Henry, Birmingham, tailor, Nov. 25.
Royland John, Prince's street, Lambeth, barge builder, Nov. 26.
Ryley George, Salford, Lancaster, builder, Dec. 14.
Sargeant George Edward, Portsea, slop-seller, Nov. 19.
Sartton John, Chesterfield, Derby, hosier, Nov. 15.
Saxton John, and George Chapman, Chesterfield, Derby, hosiers, Nov. 15
Severn Luke, Coleman street, trunk maker, Dec. 24.
Shaw Christopher, Joseph Graham and John Sgrn, Southampton, wine merchants, Jan. 11.
Smith John, Broughton, Lancaster, calico printer, Nov. 16.
Smith William, Globe place, Bridge road, St. Mary, Lambeth, corn chandler, Nov. 29.
Joanes Robert, Mark lane, and New Cross, Deptford, provision merchant, Jan. 10.
Steel William, Brentford, linen draper, Dec. 3.
Stevens Robert, Percival street, Goswell street, silk skain dyer, Dec 10.
Stokes Thomas, Tooley street, cabinet maker, Dec. 17.
Sutton Thomas, Ringmore, Devon, ship builder, Dec. 2.
Swann William, Stockport, Chester, brazier, Dec. 1.
Thomson John, Lower House, Burnley, Lancaster, grocer, Dec. 3.
Ticken William, Marlow Bridge, Berks, dealer and chapman, Dec. 6.
Tite Thomas, Daventry, Northampton auctioneer, Dec. 12.
Townsend John, Stones End, Southwark, wine merchant, Dec. 17.
Townsend Edmund, Maiden lane, Covent Garden, wine merchant, Dec. 13.
Towsn George, Bath, Draper, Jan. 30.
Travers Benjamin, and James Esdaile the younger, Queen street, Cheapside, sugar dealers, Nov. 30.
Travis John and Richard, Prestwich, Lancaster, bleachers, Dec. 21.
Tucker William, the younger, Exeter, serge manufacturer, Dec. 13.
Tunnecliffe Ralph, Long Stratford, Norfolk, draper, Nov. 2.
Twamley Samuel, Eardington, Salop, ironmaster, Dec. 5.
Ward James, Bermondsey, brewer, Jan. 31.
Watkis Thomas, Ishmael, Salford, Lancaster, cotton merchant, Nov. 18.
Wheeler James, Abingdon, Berks, grocer, Nov. 22.
White John, Craven buildings, City road, Shoreditch, dealer and chapman, Jan. 10.
Williams George, Friday street, warehouseman, Nov. 29.
Winter William, and Thomas Farren Hay, Long Acre, lacemen, Dec. 6.
Wood Thomas, Ross, Hereford, wool stapler, Dec. 6.
Wood Richard, and Thomas Liddall, Barnsley, York, linen manufacturers, Dec. 1.
Woodroffe Edward, Woolaston, Gloucester, iron manufacturer, Dec. 5.
Wright William, Queenhithe, London, provision merchant, Nov. 8.
Wright Charles, Aldgate, tobacconist, Nov. 29.
Wroe John, Ferrybridge, coal merchant, Dec. 1.
Young Thomas, Bartlett's passage, Holborn, jeweller, Dec. 3.

BANKRUPTS IN SCOTLAND.

John Spence, corn dealer, Tannniston-Drumblade, Oct. 17 and Nov. 14.
James Gardiner, merchant, Paisley, Oct. 15 and Nov. 12.
John Robertson, corn dealer, Carse Mill, Stirling, Oct. 14 and Nov. 11.
William and Joseph Dean, booksellers, Edinburgh, Oct. 11 and Nov. 14.
Robert Dick, manufacturer, Linktown, Oct. 14 and Nov. 11.
Andrew Paterson, manufacturer, Huntley, Oct. 20 and Nov. 17.
William Paterson, manufacturer, Huntley, Oct. 20 and Nov. 17.

PRICES OF EUROPEAN PRODUCE.

	At LEITH, 13th Nov			At HULL, 13th Nov.				At LEITH, 13th Nov.				At HULL, 15th Nov.			
ASHES.	£.	s.	d.	£.	s.	d.		£.	s.	d.		£.	s.	d.	
Weed, per barrel	None.			None.											
Carthagena, per cwt.	None.			None.											
Dantzic Pearl,	None.			None.											
Russia Pearl,	None.			None.											
BRIMSTONE.															
Foreign rough, per ton,	26	0	0	a 0	0	0	24	0	0	a 0	0	0			
FLAX.															
Druana, per ton,	125	0	0	a 135	0	0	125	0	0	a 0	0	0			
Thusenhausen,	125	0	0	a 135	0	0	125	0	0	a 0	0	0			
Petersburgh 12 head,	125	0	0	a 130	0	0	120	0	0	a 0	0	0			
—— 9 do.	None.						None.								
HEMP.															
Riga Rhine, per ton	118	0	0	a 0	0	0	115	0	0	a 120	0	0			
Petersburgh clean,	115	0	0	a 118	0	0	104	0	0	a 0	0	0			
IRON.															
British Bars, per ton	16	0	0	a 17	10	0	22	0	0	a 23	0	0			
—— Pigs,	0	0	0	a 0	0	0	6	0	0	a 10	0	0			
Swedish, per ton	24	0	0	a 26	0	0	25	0	0	a 0	0	0			
LEAD,	37	0	0	a 38	0	0	35	0	0	a 0	0	0			
MADDER.															
Dutch Crop, per cwt.	None.						7	10	0	a 8	0	0			
—— Ombro,	None.						4	10	0	a 7	0	0			
Roots Smyrna,	None.						None.								
French do.	None.						None.								
OIL.															
Whale, Greenland, per ton	24	0	0	a 28	0	0	26	0	0	a 28	0	0			

	At LEITH, 13th Nov.				At HULL, 15th Nov.			
PITCH	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Archangel, per cwt.	0	18	0	a 0	0	0	None.					
Swedish,	0	17	0	a 0	0	0	None.					
British,	1	0	0	a 0	0	0	0	14	0	a 0	0	0
SPIRITS.												
Brandy, best, per gal.	1	4	6	a 1	5	6	1	5	6	a 0	0	0
—— inferior,	1	2	6	a 1	3	0	1	2	6	a 1	3	6
Geneva Hollands,	1	3	6	a 1	4	0	1	4	0	a 0	0	0
British Spirits,	0	11	0	a 0	0	0	None.					
SHUMAC.												
Malaga, per cwt.	None.						None.					
Sicily,	None.						None.					
TALLOW.												
Russia Soap, per cwt.	5	12	0	a 5	15	0	4	10	0	a 0	0	0
Candle, white,	None.						None.					
—— yellow,	6	0	0	a 0	0	0	4	15	0	a 0	0	0
TAR.												
Archangel, per bar.	2	5	0	a 0	0	0	2	2	0	a 0	0	0
TIMBER.												
Petersburgh redwood, p. h.	None.						28	0	0	a 30	0	0
—— whitewood,	None.						28	0	0	a 30	0	0
Dantzic Fir, per load	None.						None.					
Memel, Fir, per do.	None.						10	0	0	a 10	10	0
WINE.												
Lisbon, per pipe	90	0	0	a 95	0	0	84	0	0	a 88	0	0
Port,	100	0	0	a 105	0	0	96	0	0	a 102	0	0
Madeira,	100	0	0	a 120	0	0	100	0	0	a 120	0	0
Claret, per hhd.	70	0	0	a 95	0	0	None.					
Sherry, per butt	85	0	0	a 110	0	0	90	0	0	a 96	0	0

RATES OF INSURANCE AT GLASGOW, *November* 15th 1808.

	Guinea per cent	Return for convoy.
Clyde to Jamaica	6	3
Clyde to Leeward Islands	6	3
Jamaica to Clyde	12	6
Leeward Islands to Clyde	9	3
Newfoundland to West Indies	6 a 8	
West Indies to Newfoundland	6 a 8	
America to West Indies	6 a 8	
Newfoundland to Boston	0	
Do. to New York	0	
Do. to Southern States	0	
Clyde to United States, American	5 a 6	
United States to Clyde, British	5	
Do. to do. American	5	

	Guinea per cent	Return for Convoy.
Mediterranean to Britain	8	2 & 2
Britain to Mediterranean	8	2 & 2
Britain to Gibraltar	5	2
Gibraltar to Britain	5	2
Clyde to Spain or Portugal	5	2
Clyde to Halifax (North Channel)		
Clyde to Honduras	10	5 a 4
Honduras to Britain or Ireland	14	6,3 a 2
Clyde to Newfoundland		
Do. to Canada		
Newfoundland to Clyde	4	
Clyde to Nassau	4 a 5	
Liverpool to Nassau	4 a 5	

	Guinea per cent	Return for convoy.
Nassau to Liverpool or Clyde	4 a 5	
Nassau to New Orleans		
New Orleans to Britain, by Americans		
Gottenburgh to Amsterdam, (all risks)		
Clyde to Honduras (running ship)		
Leith to Gottenburg	10	2
Halifax to Clyde	5	
Nova Scotia to do.	5	
Canada to do.	5	
Newfoundland to Spain or Portugal	6	2
Clyde to West Indies (running ship)	5 a 6	

PRICES CURRENT OF WEST INDIAN AND AMERICAN PRODUCE.

Glasgow, 15th Nov. 1808.

PRODUCE, AT CLYDE.

	£.	s.	d.		£.	s.	d.
ASHES.							
America Pearl, per cwt.	3	18	0	a	4	0	0
—— Pot	4	2	0	a	4	4	0
BARK, Quercitron, per cwt.	1	12	0	a	1	15	0
COCHINEAL, Spanish, p. lb.	None.						
COCOA.							
Grenada, per cwt.	Nom.						
COFFEE.							
Ordinary, per cwt.	4	3	0	a	4	8	0
Middling, ...	4	10	0	a	5	0	0
Good, ...	5	5	0	a	5	10	0
Fine, ...	5	15	0	a	6	5	0
COTTON WOOL.							
Fine Sea Island, per lb.	0	4	6	a	0	5	0
Good Middling do.	0	4	0	a	0	4	3
Stained and Ordinary, ...	None.						
New Orleans, ...	None.						
Bowed, old	None.						
——new.....	None.						
Pernambucco, ...	0	3	7	a	0	3	8
Maranham, ...	0	3	4	a	0	3	5
Demerara and Berbice, ...	0	3	3	a	0	3	5
Surinam, ...	None.						
Cumana, ...	0	3	2	a	0	3	3
Carriacon and Grenada, ...	0	3	1	a	0	3	2
West India, ...	0	3	0	a	0	3	1
DYERS WOOD.							
BRAZILETTO, per ton	None.						
LOGWOOD, Camp.	None.						
——— Honduras, ...	16	0	0	a	0	0	0
——— Jamaica, ...	14	0	0	a	15	0	0
FUSTIC, Jamaica, ...	23	0	0	a	24	0	0
——— Spanish, ...	25	0	0	a	27	0	0
NICARAGUA, large, ...	None.						
HIDES.							
West India, per lb.	0	0	5½	a	0	0	6
Buenos Ayres, ...	0	0	6	a	0	0	6½
INDIGO, Spanish, per lb. ..	0	7	0	a	0	11	0
LIME JUICE, per gal.	0	4	0	a	0	4	6
MOLLASSES, per cwt.	2	7	0	a	2	8	0
OIL, Cod, per ton, ...	28	0	0	a	29	0	0
PITCH, American, per cwt.	None.						
PEPPER, Jamaica, per lb. ..	None.						
RICE, Carolina, per cwt.	None.						
RUM, Jamaica, per gal.	0	5	10	a	0	7	0
—— Leeward Island, ...	0	4	9	a	0	5	6
STAVES.							
American barrel, p. 1200, ..	18	0	0	a	0	0	0
——— hhd. red oak, ...	None.						
——— do. white do.	32	0	0	a	0	0	0
——— pipe, ...	36	0	0	a	40	0	0
Quebec pipe, standard, ...	110	0	0	a	0	0	0
——hhd. do.	70	0	0	a	0	0	0
SUGAR.							
Brown, per cwt.	3	19	0	a	4	2	0
Middling, ...	4	2	0	a	4	6	0
Good, ...	4	6	0	a	4	10	0
Fine, ...	4	10	0	a	4	15	0
Very fine, ...	4	15	0	a	4	18	0
DAL, American, per barrel.	2	0	0	a	0	0	0
TURPENTINE, per cwt.	None.						
TOBACCO.							
Virginia fine, per lb.	0	1	4	a	0	1	6
—— Middling, ...	0	1	1	a	0	1	2
—— ordinary, ...	0	0	11½	a	0	1	1½
—— strip leaf, ...	0	1	4½	a	0	1	6
WOOD.							
Mahogany, Jamaica, per ft.	0	1	4	a	0	2	2
——— Honduras, ...	0	1	3	a	0	3	2
——— Hispaniola, ...	0	1	4	a	0	2	6

PRICES OF GRAIN IN THE GLASGOW MARKET.

Tuesday, November 15th.

WHEAT.	s.		s.	
Dantzic, - - -	—	a	—	
Foreign Red, -	42	a	47	per boll of Linlithgowshire measure.
Scotch, (new) -	45	a	49	
Do. (old) - - -	—	a	—	
English, - - -	50	a	52	
American, - -	50	a	52	per do. of 240 lb.
Irish, - - - -	—	a	—	
OATS.				
Irish Mealing, -	24	a	26	per do. of 264 lb.
Do. Inferior, - -	22	a	24	per do. Renfrewshire measure.
Scotch Potatoe, -	26	a	27	
Do. Small, - -	23	a	24	
English Potatoe,	—	a	—	per do. Stirlingshire measure.
Do. Small, - -	—	a	—	
BARLEY.				
English, - - -	40	a	42	per do. Stirlingshire measure.
Scotch, - - -	30	a	34	
Irish, - - - - -	—	a	—	per do. Renfrewshire measure.
BEANS.				
English, - - -	40	a	42	per do. Stirlingshire measure.
Scotch, - - -	34	a	38	
GREY PEAS.				
English, - - -	—	a	—	do. do. do.
Scotch, - - -	34	a	36	
OATMEAL.				
Scotch, - - -	27	a	29	per do. of 140 lb.
Irish, - - - -	22	a	24	per do.
Fine Flour, - -	78	a	80	per sack of 280lb.

190 Bolls Wheat Linlithgowshire measure, is 100 quarters English. The Stirlingshire boll, Oats, is nearly 6½ and Renfrewshire do. 6½ Winchester bushels. All the grain that comes up the Clyde, which is not sold by weight, is sold by the Renfrewshire; that brought by the Forth and Clyde Canal, by the Stirlingshire; and Wheat by the Linlithgowshire boll. The pound is English.

Prices of IRISH Produce and Manufactures in the GLASGOW MARKET.

Beef, (mess) 140*s.* 0*d.* to 150*s.* 0*d.* per tierce.
Pork, - - 95*s.* — to 100*s.* — per barrel.

Butter, Dublin, ——— Belfast, ——— Limerick, ——— Sligo.	105*s.* to 120*s.*	per cwt.
Cow Hides, - -	32*s.* to 35*s.* 0*d.*	per cwt.
Ox do. - - - -	40*s.* to 42*s.* 0*d.*	
Calf Skins, - - -	45*s.* to 60*s.* 0*d.*	

Linen Yarn, Derry,	3*s.* 4*d.* to 4*s.* 2*d.*	per spindle.
——— Sligo,	3*s.* 2*d.* to 3*s.* 4*d.*	
——— Ballyshan.	3*s.* 2*d.* to 3*s.* 4*d.*	
——— Cavan,	3*s.* 4*d.* to 3*s.* 8*d.*	
——— Longford	2*s.* 6*d.* to 3*s.* 10*d.*	
——— Roscom.	3*s.* 2*d.* to 3*s.* 4*d.*	
——— Head Yarn,	1*s.* 8*d.* to 1*s.* 9*d.* per lb.	

PRICES OF EUROPEAN PRODUCE. At LEITH, 15th Nov. At HULL, 15th Nov.

COUNTRY MARKETS, Oct. 15th, 1808.

Corn per Quarter. | *Bread per Gal.*

Nov.	Wheat. s.	Wheat. s.	Barley. s.	Barley. s.	Oats. s.	Oats. s.	Beans. s.	Beans. s.	Bread. s.	Bread. d.
Morpeth 2	80	104	——	——	26 to	32	——	——	——	——
Lewes 5	88	96	45	—	36	—	——	——	——	——
Newcastle .. 5	67	106	2	47	29	40	64	69	——	——
Canterbury .. 5	70	110	42	51	30	40	54	78	2	5½
Chesterfield .. 5	88	114	47	53	30	45	69	72	——	——
Ashbourn 5	96	108	48	52	32	44	72	76	——	——
Lynn 8	84	97	45	46	27	36	60	61	——	——
Gainsbro' 8	87	107	45	50	28	40	68	75	——	——
Sandwich 9	80	102	42	52	32	44	——	——	——	——
Newbury 9	74	113	31	53	30	40	53	76	2	1½
Devizes 9	62	104	49	53	43	45	84	88	1	10
Louth 10	85	100	42	46	26	32	60	66	——	——
Reading 10	84	112	38	52	35	40	56	68	——	——
Swansea	78	83	39	42	23	26	——	——	——	——
Henley	78	115	44	51	28	41	64	70	——	——
Maidenhead	82	103	48	51	36	46	78	80	——	——
Wakefield 4	90	105	46	48	26	37	68	72	——	——
Basingstoke .. 1	80	110	45	53	39	42	65	72	2	0
Andover 1	75	99	40	51	34	42	60	72	1	11
Warminster .. 2	72	96	40	56	38	46	74	86	——	——
Salisbury 1	88	100	38	56	38	46	76	84	——	——
Penrith 5	89	102	41	44	28	33	——	——	——	——

Weight of the Gallon Loaf 8lb. 11oz.—Half Gallon 4lb. 5½oz.

UXBRIDGE.—Corn Inspector's Return.

	l.	s.	l.	s.		l.	s.	l.	s.
Wheat, p. ld.	24	0	to 28	0	Oats, per qr.	1	16	to 2	4
Barley, p. qr.	2	6	2	10	Beans, ditto.	3	0	4	0
Pease, ditto	3	0	3	8					

COTTON TWIST AND WEFT.

At Blackburn. Hank Twist.	s.	d.	s.	d.	*At Preston.* Hank Twist.	s.	d.	s.	d.
—— No. 20	3	0 to	3	2	—— No. 30	3	8 to	3	10
—— 30	3	5	3	7	—— 36	4	2	4	6
—— 36	4	8	4	10	—— Cop 40	4	6	4	8
Cop Weft	——		——		—— 50	4	11	5	1
—— 18	2	7	2	8	Cop Weft 30	3	5	3	6
—— 30	3	5	3	7	—— 40	3	8	3	10
—— 40	3	8	3	10	—— 50	4	1	4	4
					—— 60	4	5	4	7

SCOTCH LINENS.—*Dundee*, 11th Nov. 1808.

	d.	d.	*Arbroath*, 9th Nov.	d.
Sail Cloth. No. 1, ...	18½ to	18?	Tow 3-qr. widths	— — —
Hemp Cotton Bag	12	19	Do 4-4ths Sheets. 14d 3-12ths to 14d 4 12ths	
Strelitz ..... 12d 6-12ths to 12 8 12th			9-8ths ditto 15d 6-12ths	
Lint, Osnaburgh 10d 4.12ths to 10d 7 12ths			Lint Osnaburghs ..... 12d 6-12ths to 13d	
Tow, ditto ..... 9d to 8d 4-12ths			Lint 3-qr. widths ..... 14d to 14d 3-12ths	
—— Strong 22 port 9d 3 12ths to 9 9-12ths			4-4ths ditto ..... — — — —	
Do. do. 24 ..... 11d to 11d 6-12ths			30 porter 9-8ths ..... — — — 19d	
Ger. Dowl. 27 inches 16d 6-12ths			32 ditto ..... 21d to 21d 3-12ths	
Common do. 27 14d 2 12ths to 14d 6-12ths			Shirtings ..... — — —	
Tow-Sheet. 24 pt 14d 4 12ths to 14d 6-12ths			German Dowlass ..... — — — —	
Do. do. 20. 12d 3 12ths to 12d 6-12ths				

FLAX.

St. Petersburgh, 12 head	£ 155	to	127
Ditto	—	to	—
Riga Thusenhausen	129	to	130
Drujana Cut	—	to	—
Libau	113	to	114
Oberland	—	to	—

HEMP.

St. Petersburgh, clean	£ 115	to	116
Ditto, half clean	109	to	110
Riga Rhine	115	to	116
Drujana Pass	—	to	—
Common Pass	109	to	110
Codillia	—	to	—

Barley, p. qr. 2 0 2 10 | Beans, antient 3 0 3 6
Pease, ditto 3 0 3 8

POTATOES, *per Ton, at Spitalfields, Nov.* 1*st*.

Kidney, £6 0*s*. to £7—Champions. £4 10*s*. to £5 0*s*.—Oxnobles, £3 10*s*. to £4 1*s*.

LIVERPOOL PRICE CURRENT.

	s.	*d.*	*s.*	*d.*
Wheat, English, per 70lbs	14	9 to 15	0	
——American	14	9	15	0
——Irish	11	6	13	0
Oats, English, 45lbs.	0	0	0	0
Irish ditto	4	9	5	0
——Common	0	0	0	0
Irish Barley, 60lbs.	5	6	6	0
Meal 240lbs.	0	0	0	0
Grey Pease, qr.	——		——	
Beans	72	0	73	0
Flour, English, 280lbs	76	0	78	0
——American, per Barl	50	0	51	0
Rapeseed, per Last	£ 0	0	£ 0	0

Sugar, per cwt. viz.	*s.*	*d.*	*s.*	*d.*
Fine	79	0	84	0
Good	76	0	77	6
Middling	74	0	75	0
Ordinary	63	0	72	0

Cotton, per lb.	*s.*	*d.*	*s.*	*d.*
Maranham	3	0	3	1½
Barbadoes	2	10	2	11
Pernambuco	3	3	3	4
Georgia	2	4	4	6
—— bowed	2	4	2	11
		s.		*s.*
Tallow, per cwt.		—		—
Soap		—		—

Rum, per gallon.	*s.*	*d.*	*s.*	*d.*
Jamaica, new, overproof	6	2 to	6	3
—— 12 to 15 ov.	6	5	6	7
——Strong	6	10	0	0
——Escapes	5	5	5	9
Leew. Island, common	4	6	4	10
——overproof	0	0	0	0
Indigo, per lb.				
Spanish	5	0	11	0
Carolina	2	6	4	6
New Orleans	3	6	6	0
Hides, per lb.				
Buenos Ayres	0	5½	0	6½
West India	0	3½	0	4½
Butter, per cwt.				
Belfast	124	0	0	0
Newry	122	0	0	0
Cork	122	0	0	0
Sligo	118	0	——	
Dublin	119	0	0	0
Grease, clean	——		——	
—— dirty	——		——	
Lard, 120lbs.	0	0	0	0
Belfast Bacon, per cwt.				
Long Midds.	——		——	
Square ditto	0	0	0	0
Green Hams	0	0	0	0
Mess Beef, per trs.	120	0	130	0
Ditto, per bl.	84	0	86	0
Pork ditto	93	0	100	0

The average Prices of Navigable Canal, Dock Stock, Fire Office Shares, &c. in Oct. 1808, at the Office of Mr. Scott, 28, New Bridge-Street, Blackfriars, London.

Leeds and Liverpool, 182*l*. dividing 8*l*. per cent: per ann. nett.—Grand Junction, 127*l*. to 128*l*. the last half-yearly Dividends was 2*l*.—Monmouth, 100*l*. —Kennet and Avon, 20*l*. Shares at 3*l*. to 3*l*. 10*s*. prem.—Basingstoke, 21*l*.—Huddersfield, 19*l*. each.—Scotch Mines, 127*l*. to 130*l*. per Cent.—Tavistock Mineral Canal at par.—West India Dock Stock, 160*l*. to 161*l*. Dividing 10*l*. per Cent. nett.— London Dock at 117*l*. Dividing 5½ per Cent.—East India Do. 125*l*.—Commercial Do. 127*l*.—Globe, 114*l*.—Provident Institution, par to 10*s*. dist.

The average Price of Raw Sugar, ending 11th Nov. 1808, is 42*s*. 5*d* per cwt. exclusive of Duty.

PRICE OF MEAT. *

Smithfield, per stone of 8lb. to sink the offal.

		Beef.		Mutton.		Veal.		Pork.		Lamb.	
Oct.	22	5s.	4d.	5s.	4d.	6s.	0d.	5s.	10d.	5s.	0d.
	29	5	4	5	6	5	10	6	0	0	0
Nov.	5	5	0	5	0	6	6	6	0	0	0
	12	4	10	5	0	6	6	6	6	0	0

Newgate and Leadenhall, by the carcase.

Oct.	22	5	4	4	4	5	8	6	0	0	0
	29	4	0	4	2	5	0	5	8	0	0
Nov.	5	4	0	4	4	5	4	5	4	0	0
	12	4	0	4	8	5	8	5	8	0	0

		St. James's.*			Whitechapel. *		
		Hay.	Straw.		Hay.	Straw.	
Oct.	22	£6 10 0	£1 16 0	£7	10 0	£1 18	0
	29	6 6 0	2 2 0	6	4 0	2 0	0
Nov.	5	6 6 0	1 19 0	6	6 0	1 16	0
	12	6 6 0	2 6 0	6	6 0	1 18	0

PRICE OF HOPS.

	Bags. £.	s.		£.	s.	Pockets. £.	s.		£.	s.
Kent	3	10	to	4	10	Kent	3	16 to	5	0
Sussex	3	0		3	10	Sussex	3	3	3	6
Essex	3	0		4	4	Farn.	6	0	8	0

PRICE OF LEATHER.*

Butts, 50 to 56lb. each	26d.
Dressing Hides	20
Crop Hides for cutting	23½
Flat Ordinary	17
Calf Skins, 30 to 40lb. per dozen,	31
Ditto, 50 to 70	40

TALLOW,* London Average per stone of 8lb.

Soap, yellow, 108s.; mottled, 112s.; curd, 116s.
Candles, per dozen, 18s. 0d.; moulds, 19s. 0d.

COALS IN THE RIVER.

		Sunderland.			Newcastle.		
Oct.	22	46s.	9d. to 50s.	0d.	42s.	9d. to 54s.	6d
	29	47	0	48 6	42	0	52 9
Nov.	5	48	9	50 0	47	9	54 0
	12	48	6	50 6	50	0	56 9

Delivered at 12s. per chaldron advance.

PRICE OF BREAD.

		Peck Loaf.		Half Peck.		Quartern.	
Oct.	12	4s.	10d.	2s.	5d.	1s.	2¼d.
Nov.	5	5	2	2	7	1	3½
	12	5	2	2	7	1	3½

LONDON WEEKLY RETURNS OF WHEAT.

Oct.	22	6,651 quarters.	Average 88s.	1½d.
	29	7,118	90	9
Nov.	5	3,656	95	2½
	12	4,386	99	0

FLOUR.

Oct.	22	19,702 sacks.	Average 82s.	5¼d.
	29	18,491	87	7¼
Nov.	5	14,472	89	2¼
	12	8,749	89	3¾

6

CORN EXCHANGE MARK LANE.
Nov. 16th, 1808.

CORN SEEDS, &c.	s.	s.	s.
Wheat English, red per qr.	70	80	94
——— white	80	90	100
——— Foreign	—	—	—
Barley, English	44	48	51
Malt	70	80	90
Oats, Feed	32	34	38
——, Friezl	34	37	41
——, Poland	36	39	44
——, heavy and bright	—	—	—
——, Potat.	—	40	45
——, Foreign	—	—	—
Beans, small	60	66	80
——, Tick	56	62	78 old.
Pease, Boil	120	130	140 new
——, Hog	58	60	63 do.
Flour, per sack	—	—	90
——, seconds	—	80	85
——, Scotch	—	76	84
Mustard, brown, per bush.	12	14	16
———, white ditto.	8	10	12
Turnip	12	14	16
Tares, per quarter	80	90	100
Rye-grass	—	—	—
Cinque-foil	—	—	—
Hempseed	70	80	84
Linseed	70	90	95
Clover, Foreign, red per ct.	—	—	—
———, white ditto.	—	—	—
Trefoil	10	20	30
Rib grass	—	—	—
Carraway	42	44	46
Coriander	10	12	16
Canary	—	—	—

American flour per barrel of 196lbs. 50s. to 60s.
Rape seed, per last £.38 to £.46
Linseed oil cake per thousand, £.16 16s.

AVERAGE OF ENGLAND AND WALES.

Wheat	89s.	1d.	Pease	—	63s.	8d
Barley	43	5	Tares	—	—	—
Malt	—	—	Brank	—	—	—
Oats	32	6	Linseed	—	—	—
Rye	53	8	Rapeseed	—	—	—
Beans	62	10	Rye-grass	—	—	—

RAW HIDES, PER STONE. *

	s. d.	s. d.		s. d.	s. d.
Best Heifers and Steers.	2 6	to 2 11	Market calf	11 0	to —
Middling	1 10	2 2	Eng. Horse	16 0	— 17 0
Ordinary	1 4	1 10	hearlings	0 0	— 0 0
			Lambskins	0 0	— 0 0

LEATHER AT BRISTOL *

	d.	d.		s.
Eng. dres. hides	17	to 19½	Newfoundland seals	6
Dutch, and Irish	15	17		
Buffaloes	—	14	18	
Fat. sk. 60lb.	—	36	39	RAW GOODS.
Light Irish skin	26	28	Buenos Ayres hides	5½
Horse hides	—	18	22	Brazils — —	6
Crops 35 to 40lb	17½	18	Irish salt. calf-sk.	6
——— 45 to 50lb	18	19	——— hides	33 6
——— 56 lb	—	21	22	——— com. sort	6
			——— 112lb. each	47 6

Those marked thus * are taken at the highest price of the market.

Tuesday, October 25.

AMSTERDAM	2 *Usance*	34	4
Ditto at sight		33	9
Rotterdam	2 *Usance*	10	16
Hamburgh	2½ *Usance*	33	0
Altona	2½ *Usance*	33	1
Paris, 1 day's date		22	16
Ditto	2 *Usance*	23	0
Bourdeaux		23	0
Madrid	*In paper*	——	
Ditto	*Effective*	43	
Cadiz	*In paper*	——	
Ditto	*Effective*	43	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		51½	
Genoa		47½	
Venice	*Ineffective*	52	
Naples		42	
Lisbon		68	
Oporto		69	
Dublin	*Per Cent.*	9½	
Cork	*Ditto*	11½	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesday, November 1.

AMSTERDAM	2 *Usance*	34	0
Ditto at sight		33	5
Rotterdam		10	12
Hamburgh		32	9
Altona		32	10
Paris, 1 day's date		22	16
Ditto	2 *Usance*	23	0
Bourdeaux		23	0
Madrid	*In paper*	——	
Ditto	*Effective*	43½	
Cadiz	*In paper*	——	
Ditto	*Effective*	43½	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		51½	
Genoa		47½	
Venice	*Effective*	52	
Naples		42	
Lisbon		68½	
Oporto		69½	
Dublin		9½	
Cork		10½	

Agio of Bank of Holland, 5½ *per Cent.*

Tuesday, November 8.

AMSTERDAM	2 *Usance*	33	4
Ditto at sight		32	9
Rotterdam		10	4
Hamburgh		31	6
Altona		31	9
Paris, 1 day's date		22	6
Ditto	2 *Usance*	22	10
Bourdeaux		22	10
Madrid	*In paper*	——	
Ditto	*Effective*	44	
Cadiz	*In paper*	——	
Ditto	*Effective*	44	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		68½	
Oporto		69½	
Dublin		9½	
Cork		10½	

Agio of Bank of Holland, 5½ *per Cent.*

Friday, November 11.

AMSTERDAM	2 *Usance*	33	0
Ditto at sight		32	5
Rotterdam		10	4
Hamburgh		31	3
Altona		31	4
Paris, 1 day's date		21	16
Ditto	2 *Usance*	22	0
Bourdeaux		22	0
Madrid	*In paper*	——	
Ditto	*Effective*	44	
Cadiz	*In paper*	——	
Ditto	*Effective*	44	
Bilboa		41	
Palermo	*Per oz.*	92d	
Leghorn		57	
Genoa		50	
Venice	*Effective*	52	
Naples		42	
Lisbon		68½	
Oporto		69½	
Dublin		9½	
Cork		10½	

Agio of Bank of Holland, 5½ *per Cent.*

Lloyd's Coffee-House, 20th November, 1808.

From London to	
Portsmouth, Spithead, Poole, or the Isle of Wight	1½ g.
Weymouth, Exeter, Dartmouth, or Plymouth	1½ g.
Alderney, Guernsey, or Jersey	2 gs.
Bristol, Wales, Chester, Liverpool, Whitehaven, and Places adjacent	½ gs.
Kinsale, Cork, Waterford, Dublin, Newry, or Belfast	2½ gs.
Limerick or Galway	3 gs.
Londonderry or Glasgow	3 gs.
Yarmouth or Lynn	1¼ g.
Hull or Gainsborough	1½ g.
Newcastle, Whitby, or Sunderland	1¾ g.
Leith, Perth, Dundee, Montrose, or Aberdeen	Do.
Inverness, Shetland, or the Orkney Islands	1½ g.
Dunkirk, Ostend, Flushing, or Middleburg	
Rotterdam, Amsterdam	
Embden, free of capture	
Founingen Neutrals	
Gottenburgh	3 gs. ret. 1l. 10s.
Stockholm and Places adjacent	
Riga, Revel, Narva, or Petersburgh	
Stockholm	
Calais, Boulogne, Dieppe, or Havre-de-Grace	
L'Orient, Rochelle, Bourdeaux, or Bayonne	
St. Sebastian, or Bilboa	5 gs.
Oporto	5 gs. ret. 3l.
Lisbon	Do.
Rio de Janiero	8 gs. ret. 4l.
Mediterranean, viz.	
Malaga and Places adjacent	10 gs. ret. 5l.
Leghorn or Naples	
Ancona, Venice, Trieste, &c.	
Neutrals	
Salonica, Gallipoli, Smyrna, or Constantinople	20 gs. ret. 10l.
Madeira	5 gs. ret. 2l. 10s.
Jamaica	8 gs. ret. 4l.
Leeward Islands, viz. Grenada, Tobago, Barbadoes, &c.	8 gs. ret. 4l.
Surinam, Demerara, or Berbice	4 gs. ret. 2l.
Musquito Shores, Honduras, and Places adjacent	10 gs.

From London to	
Florida, Georgia, or Bahama Islands, American Ships	
British	8 gs.
The American States, their Ships	6 gs.
Ditto British	10 gs. ret. 5.
Bermuda Islands	8 gs. ret 4l.
Newfoundland and C. of Labradore	8 gs. ret. 4l.
Bay of Fundy, Quebec, or Montreal	8 gs. ret. 4l.
Greenland out and home	
Cape of Good Hope or St. Helena, Company's Ships	4 gs.
Others	10 gs. ret. 5l.
Southern Fishery, out and home	20 gs.
Bengal, Madras, or China, Company's Ships	6l.
Ditto out and home	12l.
Others	10 gs.
Africa and back to the West Indies or America	
Liverpool, Bristol, &c. to	
Cork, Waterford, Dublin, Newry, Belfast, Londonderry, or Glasgow	½ g.
Limerick or Galway	2½ gs.
Rotterdam and Amsterdam	
Elsineur	
Bremen, Hamburgh, and Emboden	
Baltic, viz.	
Libau, Riga, &c.	
Stockholm, Revil, Narva, and Petersburgh	
Archangel home	8 gs.
Oporto or Lisbon	12 gs. ret. 6l.
Gibraltar	8 gs. ret. 4l.
Madeira	6 gs. ret. 3l.
Jamaica	8 gs. ret. 4l.
Leeward Islands	Do.
Ditto with Convoy	Do.
American States	Do.
Africa, thence to the West Indies or America	
Greenland, out and home	
Dublin, Cork, &c. to	
London	4 gs. ret 2l.
The Baltic	
Lisbon and Oporto	8 gs. ret. 4l.
American States, American Ships	3 gs.
Ditto British	10 gs. 5
Greenland out and home	
West Indies	8 gs. 10 ct. 4l.
Jamaica	Do.
Limerick to London	3 gs.

Exeter, Plymouth, &c. to	
Ostend, Rotterdam, or Amsterdam	
Bremen, Hamburgh, &c.	
Newfoundland	4 gs.
Baltic to	
Yarmouth, Lynn, Hull, or Gainsborough	
Newcastle, Whitby, Leith, Montrose, Aberdeen, &c.	
Portsmouth, Exeter, or Plymouth	
Bristol, Liverpool, or Lancaster	
Cork, Waterford, Dublin, &c.	
Jamaica to	
The American States	10 gs.
Quebec or Montreal	12 gs.
Newfoundland or Labradore	12 gs.
Plymouth, Portsmouth, or London	10 gs. ret. 5l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Leeward Islands to	
Quebec, Montreal, Newfoundland, or Labradore	Do.
American States	12 gs.
Plymouth, Portsmouth, or London	8 gs. ret. 4l.
Cork, Waterford, Dublin, &c.	Do.
Bristol, Chester, Liverpool, &c.	Do.
Newfoundland to	
American States	5 gs.
Jamaica and the Leeward Islands	2½ gs.
Lisbon or Oporto	10 gs. ret. 5.
Plymouth, Dartmouth, or Exeter	8 gs. ret. 4l.
Bristol, Liverpool, &c.	Do.
Dublin, Cork, Waterford, &c.	Do.
Portsmouth	Do.
London	Do.
Yarmouth, Lynn, or Hull	Do.
Newcastle, Whitby, or Sunderland	Do.
Leith, Perth, Montrose, or Aberdeen, North about	8 gs. ret.
Quebec to	
Ireland	12 gs.
Great Britain	Do.
American States to	
Cape of Good Hope and St. Helena	2½ gs.
Canjon, Madras, or Bengal	4 gs.
Ditto out and home	8 gs.
Denmark or Sweden to	
The Cape of Good Hope	
Helena	4 gs.
Bengal and China	5 gs.
Ditto out and home	8 gs.

LONDON PRICE CURRENT.

B. signifies Barrel; Bl. Bushel; Ch. Chest; C. 112lb.; D. Dozen; G. Gallon; H. 100, and of Deals 120; J. Jar of Oil of 24 Gallons; and a ½ Chest of Oil 30 Flasks, or 4 Gallons; Lt. Last or 12 Barrels of Pitch, containing 31½ Gallons each; Q. Quarter, of 8 Bushels; T. Ton, or 20cwt; Tu. Tun of 252 Gallons.—Note, Wine is sold by Gauge, viz. Port per Pipe of 138 Gallons; Bucellas and Lisbon per Pipe of 140 Gallons; Sherry per Butt of 150 Gallons; Madeira per Pipe of 110 Gallons; Mountain per Butt of 120 Gallons; Vidonia per Pipe of 120 Gallons; Rhenish per Aum of 36 Gallons; and Claret per Hogshead of 57 or 58 Gallons; (all Increase and Decrease is adjusted.) All Kinds of Fish Oil is sold per Tun of 252 Gallons; Olive, Linseed, and Rape Oil, per Tun of 236 Gallons.

	FROM £	s.	d.	TO £	s.	d.	Ind.
ALUM English	21	0	0	21	10	0	T.
——— Roach	1	18	0	0	0	0	C.
Almonds Barbary Bitter	4	4	0	4	8	0	—
——— Sweet	4	10	0	4	15	0	—
——— Jordan	11	0	0	11	10	0	—
——— Valentia	6	0	0	0	0	0	—
Anchovies Iar. b. of 40lb.	4	10	0	0	0	0	—
——— sm. b. of 12lb	2	10	0	5	0	0	—
Annatto Flag	0	2	0	0	2	3	lb.
——— Spanish	0	4	2	0	4	6	—
Argol Bolo. & Rhe. white	5	5	0	5	10	0	C.
——— Florence White	4	14	0	4	16	0	—
——— Red	4	4	0	4	10	0	—
——— Naples White	3	10	0	3	15	0	—
——— Red	3	0	0	3	8	0	—
Ashes Amer. Pearl, best	4	0	0	0	0	0	—
——— Inferior	3	14	0	0	0	0	—
——— Pot best	4	0	0	0	0	0	—
——— Inferior	3	16	0	0	0	0	—
——— Barilla Teneriffe	2	10	0	0	0	0	—
——— Spanish	3	0	0	0	0	0	—
——— Sicily	2	8	0	0	0	0	—
——— Dantzic Pearl	uncertain			0	0	0	—
——— Russia Pearl	3	10	0	0	0	0	—
BERRIES Juniper Ger.	4	10	0	0	0	0	—
——— Italian	4	6	0	0	0	0	—
——— Yellow Turkey	4	0	0	6	0	0	C.
——— French	0	0	0	0	0	0	—
Brandy Best	1	2	0	1	3	0	G.
——— Inferior	0	19	6	1	0	0	—
Brimstone Foreign Ro.	21	10	0	24	0	0	T.
Bristles Hog Russia und.	25	0	0	26	0	0	C.
——— Archangel do.	23	0	0	26	0	0	—
——— Koningsberg do.	24	0	0	25	0	0	—
CAPERS French	13	10	0	19	10	0	—
——— Spanish	7	10	0	10	10	0	—
Cochineal Spa. Garbled	1	3	6	1	9	6	lb.
——— East India	0	4	0	0	5	3	—
Cocoa West India	4	0	0	4	10	0	C.
—Carracca for Export	5	16	0	6	6	0	—

		FROM £	s.	d.	TO £	s.	d.	Ind.
Coffee W. I. very ord.		2	10	0	3	12	0	C.
——— ord.		3	10	0	4	0	0	—
——— mid.		4	10	0	5	10	0	—
——— good		4	17	0	5	4	0	—
——— fine		5	5	0	5	17	0	—
——Mocha or East Ind.		16	0	0	20	0	0	—
——Java		0	0	0	0	0	0	—
Copper unmanufac.		0	0	0	0	0	0	—
——— manufactured		0	0	0	0	0	0	lb.
——— Japan		0	0	0	0	0	0	C.
Copperas Green		0	6	0	0	0	0	—
Cotton Wool	Brazil Pernambuc.	0	3	0	0	3	1	lb.
	Brazil Bahia	0	2	10	0	2	11	—
	Brazil Maranham	0	2	10	0	2	11	—
	Brazil Para	0	2	8	0	2	9	—
	Dutch Surinam	0	2	10	0	3	0	—
	Dutch Demerara	0	2	8	0	3	0	—
	Dutch Berbice	0	2	8	0	3	0	—
	West Indies. Carriacou	0	2	8	0	2	10	—
	West Indies. Grenada	0	2	7	0	2	9	—
	West Indies. Barbadoes	0	2	7	0	2	9	—
	West Indies. Domingo	0	2	4	0	2	7	—
	West Indies. Martinico	0	2	4	0	2	7	—
	West Indies. Jamaica	0	2	4	0	2	7	—
	West Indies. Bahama	0	2	4	0	2	8	—
No Tret allowed.	duty not pd. Bourbon	0	3	0	0	3	6	—
	duty not pd. Surat	0	1	8	0	2	0	—
	Turkey. Geo Sea Isl.	none						—
	Turkey. Do. Bow'd	none						—
	Turkey. Orleans	none			0	0	0	—
	Span. Ameri. Cumana	0	2	6	0	2	9	—
	Span. Ameri. Giron	0	2	7	0	2	8	—
	Span. Ameri. Carthagena	0	2	4	0	2	5	—
	Turkey. Smyrna	0	2	0	0	2	2	—
	Turkey. Salonica	0	1	10	0	2	0	—
	Turkey. Macedonia	0	1	10	0	2	0	—
DYERS Wood Bar W.		26	0	0	0	0	0	—
——— Brazil		35	0	0	0	0	0	—
——— Brazilet		10	0	0	12	0	0	—
——— Cam Wood		40	0	0	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
——— Fustic Cuba	19	0	0	20	0	0	T.
——— Jamaica	17	0	0	18	0	0	—
——— Porto Rico	18	0	0	20	0	0	—
——— Tobago	20	0	0	0	0	0	—
——— Zant or young	18	0	0	0	0	0	—
——— Logwood Camp	10	0	0	0	0	0	—
——— Hond. chipt	15	10	0	16	10	0	—
——— unchipt	0	0	0	0	0	0	—
——— Jamaica chipt	13	12	0	15	0	0	—
——— unchipt	10	0	0	11	0	0	—
——— Nicaragia, large	38	0	0	0	0	0	—
——— midd.	18	0	0	0	0	0	—
——— small	12	0	0	0	0	0	—
——— Sanders Red	0	0	0	31	0	0	—
DRUGS.							
ALOES Barbadoes	36	0	0	37	0	0	C.
——— Cape	6	18	0	7	4	0	—
——— Succotrina	16	0	0	18	0	0	—
——— Epatica or E. I.	7	10	0	11	10	0	—
Angelica Root	20	0	0	0	0	0	—
Antimony Crude	13	0	0	0	0	0	—
Aqua Fortis	S.	0	7	D.	1	0	lb.
Arsenic Red	6	6	0	6	10	0	C.
——— White	6	6	0	6	10	0	—
Balsam Capivi	0	3	4	0	3	6	lb.
——— Peru	0	8	0	0	9	0	—
——— Tolu	0	4	3	0	4	6	—
Bark Jesuits Com.	0	3	9	0	5	0	—
——— Second	0	6	3	0	7	6	—
——— Quil or best	0	8	9	0	9	6	—
——— Red	0	19	0	1	0	0	—
——— Yellow	0	5	0	0	6	3	—
Borax refined E. I.	3	10	0	3	12	6	C.
——— English	0	1	10	0	0	0	lb.
——— unrefined or Tinc.	5	10	0	5	15	0	C.
Camphire Refined	0	5	4	0	5	6	lb.
——— Unrefined	15	10	0	17	10	0	C.
Cantharides	0	10	6	0	12	6	lb.
Cardemoms (best)	0	7	0	0	8	0	—
Cassia Buds	9	15	0	11	10	0	C.
——— Fistula W. I.	3	5	0	3	15	0	—
——— Lignea	3	10	0	20	0	0	—
Castorum American	0	18	0	1	1	0	lb.
——— Russia	0	0	0	0	0	0	—
Castor Oil p. bot. 1½lb.	0	4	0	0	0	0	bo
Coculus Indicus	9	10	0	10	5	0	C.
Colocynth Turkey	0	3	0	0	3	3	lb.
Columbo Root	3	14	0	4	0	0	C.
Cream of Tartar	8	0	0	8	5	0	—
Essence of Burgamot	0	10	6	0	0	0	lb.
——— Lavender	0	7	6	0	8	0	—
——— Lemon	0	10	6	0	11	0	—
——— Origanum	0	6	0	0	6	6	—
——— Rosemary	0	4	6	0	5	0	—
Gallangal East India	2	15	0	3	0	0	C.
Gentian Root	5	5	0	5	10	0	—
Ginseng	0	2	0	0	2	4	lb.
Grains of Guinea	5	15	0	0	0	0	C.
Gum Ammo. Drop	16	0	0	18	0	0	—
——— Lump	4	0	0	10	0	0	—
——— Animi	4	10	0	10	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
Gum Arabic E. I.	2	10	0	4	10	0	C.
——— Turkey fine	12	10	0	16	0	0	—
——— Barbary	3	5	0	3	10	0	—
——— Assafœtida	5	0	0	12	0	0	—
——— Benjamin	8	15	0	30	0	0	—
——— Cambogium	22	0	0	36	0	0	—
——— Copal scraped	0	2	6	0	6	6	lb.
——— Galbanom	12	0	0	13	0	0	C.
——— Guaiacum	0	3	6	0	5	0	—
——— Mastic	0	6	2	0	6	6	lb.
——— Myrrh	34	0	0	40	0	0	C.
——— Olibanum	9	0	0	10	10	0	—
——— Oppoponax	85	0	0	0	0	0	—
——— Sandrac	6	10	0	8	8	0	—
——— Seneca Garbled	5	10	0	5	15	0	—
——— Tragacanth	26	0	0	27	10	0	—
Jalap	0	3	7	0	3	8	lb.
Ipecacuanha	0	15	6	0	17	0	—
Isinglass Book	0	16	0	0	17	0	—
——— Leaf	0	15	0	0	16	6	—
——— Long Staple	0	16	0	0	17	0	—
——— Short Staple	0	16	0	0	17	0	—
Manna Flakey	0	5	9	0	6	0	—
——— Sicily in sorts	0	1	10	0	2	2	—
——— Tolpha	0	2	6	0	3	0	—
Musk China	1	2	0	1	4	0	oz
Nux Vomica	2	0	0	2	10	0	C.
Oil of Vitriol	0	0	4	0	0	0	lb.
Opium East India	2	5	0	0	0	0	—
——— Turkey	2	10	0	0	0	0	—
Pink Root	0	1	0	0	1	2	—
Quicksilver	0	4	6	0	0	0	—
Rhuburb East India	0	2	0	0	5	6	—
——— Russia	0	18	0	1	7	0	—
Saffron	2	13	0	2	14	0	—
Sago	2	5	0	2	10	0	—
Sal. Amoniac	9	9	0	0	0	0	—
Salop	15	15	0	0	0	0	—
Sarsaparilla	0	1	10	0	3	3	lb.
Sassafras	5	0	0	0	0	0	C.
Scammony Alleppo	1	15	0	2	0	0	lb.
——— Smyrna	0	8	0	0	0	0	—
Senna	0	4	0	0	5	0	—
Seeds Anni Alicant	7	0	0	7	10	0	C.
——— Coriander English	15	0	0	18	5	0	—
——— Cummin	3	0	0	3	4	0	—
——— Fenugreek	4	10	0	5	0	0	—
Shellack	3	10	0	7	10	0	—
Sticklack	4	10	0	7	0	0	—
Snake Root	0	3	3	0	3	6	lb.
Soap Castile or Spanish	7	10	0	8	8	0	C.
Spermaceti refined	0	2	4	0	0	0	lb.
Tamarinds West India	4	0	0	4	10	0	C.
Tapioca Lisbon	0	0	6	0	1	0	lb.
Turmeric Bengal	4	0	0	4	4	0	C.
——— China	4	10	0	5	0	0	—
——— West India	3	10	0	3	15	0	—
Verdigris Wet	none			none			lb.
——— Dry	0	7	0	0	7	6	—
——— Crystalized	0	8	0	0	0	0	—
Vitriol Roman	0	0	6	0	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
EBONY Black Rose	28	0	0	35	0	0	T.
——— Green	12	10	0	13	10	0	—
Eleph T. 70 to 90lb each	31	0	0	0	0	0	C.
——— Twos.	29	0	0	0	0	0	—
——— Threes	28	0	0	0	0	0	—
——— Fours	27	0	0	0	0	0	—
——— Fives & Sixes	20	0	0	0	0	0	—
——— Scrivellóes	14	0	0	0	0	0	—
FEATHERS Dantz. W.	0	3	3	0	0	0	lb.
——— Grey	0	2	10	0	0	0	—
——— Hambro' White	0	2	6	0	2	9	C.
——— Grey	0	2	10	0	0	0	—
——— Russia White	0	2	6	0	2	9	—
——— Grey	0	1	10	0	2	0	—
——— Down	0	3	9	0	4	0	—
Flax Riga	125	0	0	0	0	0	T.
——— Narva 12 head	0	0	0	0	0	0	—
——— 9 head	115	0	0	0	0	0	—
——— 6 head	0	0	0	0	0	0	—
——— Petersburg 12 head	125	0	0	0	0	0	—
——— 9 head	0	0	0	0	0	0	—
——— Codilla	45	0	0	50	0	0	—
GALLS Aleppo blue	6	15	0	7	0	0	C.
——— mixt	5	5	0	5	12	6	—
Geneva Holland	1	2	6	1	3	0	—
Glue For. dry thick lea.	3	5	0	3	6	0	—
——— thin	3	0	0	3	0	0	—
HEMP Riga Rhine	114	0	0	0	0	0	T.
——— Out shot	100	0	0	0	0	0	—
——— Pass	none			0	0	0	—
——— Codilla	0	0	0	0	0	0	—
——— Petersburg Clean	113	0	0	0	0	0	—
——— Out shot	100	0	0	0	0	0	—
——— Half Clean	100	0	0	0	0	0	—
——— Codilla	0	0	0	0	0	0	—
——— Italian	0	0	0	0	0	0	—
Hides Raw West India	0	0	4	0	0	5	lb.
——— Buenos Ayres	0	0	6	0	0	6½	—
——— Brazil	0	0	4½	0	0	5	—
——— Horse British	0	16	0	0	17	0	Hi
INDIGO.							
Spanish: Guatimala Flora	0	10	9	0	11	9	lb.
Spanish: ——— Sobres	0	9	0	0	10	6	—
Spanish: ——— Cortes	0	5	3	0	8	9	—
Spanish: Carracca Flora	0	9	9	0	11	6	—
Spanish: ——— Sobres	0	8	3	0	9	9	—
Spanish: ——— Cortes	0	5	3	0	8	6	—
Brazil	0	3	0	0	4	6	—
New Orleans purp.	none			0	0	0	—
——— copper & purp	none			0	0	0	—
East India: Blue	0	10	0	0	11	6	—
East India: Purple	0	8	6	0	10	3	—
East India: Copper and violet	0	6	3	0	9	0	—
East India: Copper	0	3	9	0	8	0	—
East India: Bourbon	none			0	0	0	—
IRON British in bars	18	0	0	0	0	0	T.
——— in pigs	9	10	0	0	0	0	—
——— Old Sable	27	0	0	0	0	0	—
——— New Sable	0	0	0	23	0	0	—
——— Gurioffs	24	10	0	26	0	0	—
——— Archangel	0	0	0	0	0	0	—
——— Swedish	26	0	0	27	0	0	—

	FROM £	s.	d.	TO £	s.	d.	per
LEMONS repa.	0	0	0	0	0	0	C.
Liquorice Italian	8	0	0	0	0	0	—
——— Spanish	7	0	0	0	0	0	—
Lead Pigs	38	0	0	0	0	0	T.
——— Mill'd or Sheet	41	0	0	0	0	0	—
——— Bars	33	0	0	0	0	0	—
——— Shot No. 1 to 5	41	0	0	0	0	0	—
——— 6 to 9	41	10	0	0	0	0	—
——— Litharge	42	0	0	0	0	0	—
——— Red	39	0	0	0	0	0	—
——— White	54	0	0	0	0	0	—
——— Ore	27	0	0	0	0	0	—
MADDERS Dutch Cro.	0	0	0	0	0	0	—
——— Ombro	4	15	0	0	0	0	—
——— Gamene		60		0	0	0	—
——— Mulla	0	15	0	0	0	0	—
——— Roots	0	95	0	0	0	0	—
Mats Archangel	11	0	0	11	10	0	H.
OIL Lucca or Sallad	30	0	0	32	0	0	Jr.
——— ½ chest	4	4	0	4	10	0	—
——— Olive Barbary	90	0	0	95	0	0	T.
——— Gallipoli	100	0	0	0	0	0	—
——— Genoa	none			0	0	0	—
——— Palm	3	18	0	0	0	0	—
——— Turpentine Eng.	15	9	0	0	0	0	—
——— Foreign	13	0	0	0	0	0	—
——— Rape English	48	0	0	0	0	0	—
——— Refined	51	0	0	0	0	0	—
——— Linseed English	80	0	0	0	0	0	—
——— Cod Newfound.	31	0	0	0	0	0	—
——— Sperm.	99	10	0	0	0	0	—
——— Head Matter	108	0	0	0	0	0	—
——— Whale Greenland	28	0	0	0	0	0	—
——— Brazil or S. Fish	33	5	0	0	0	0	—
——— Pilchard	9	0	0	0	0	0	—
——— Seal Brown	30	10	0	0	0	0	—
——— White	32	0	0	0	0	0	—
Oranges Lisb. repa. best	none			0	0	0	ch
——— St. Michael's	none			0	0	0	bx
Orchil. Weed Canary B.	0	0	0	0	0	0	T.
——— Inferior	140	0	0	0	0	0	—
——— Cape de Verd	90	0	0	0	0	0	—
PITCH American	0	12	6	0	13	6	C.
——— Archangel	0	12	0	0	13	0	—
——— Sweden	0	14	0	0	15	0	—
——— British	0	11	0	0	11	6	—
PROVISIONS. Butter: Carlow 1st	6	2	0	0	0	0	—
Butter: Cork 1st	5	18	0	0	0	0	—
Butter: Waterford 1st	5	14	0	0	0	0	—
Butter: Holland	6	0	0	6	4	0	—
Butter: Friesland	6	10	0	0	0	0	—
Butter: Embden	4	10	0	4	16	0	Fi
Butter: York Best	3	10	0	0	0	0	—
Butter: Cumberland	3	9	0	3	0	0	C.
Irish: Bacon new	3	10	0	0	0	0	li
Irish: Beef India	9	0	0	0	0	0	—
Irish: Beef me. new	0	0	0	7	10	0	Bl
Irish: Ditto	0	0	0	0	0	0	li
Irish: Pork India	0	0	0	8	10	0	Bl
Irish: ——— new mess	5	5	0	0	0	0	C.
Hams York	5	0	0	5	5	0	—
——— Cumberland	0	0	0	6	0	0	—
——— Westphalia	0	0	0	none			—

		FROM £	s.	d.	TO £	s.	d.	per
RAISINS, &c. Wholesale Dealers Prices:	Currants	4	11	0	4	18	0	C.
	Figs Faro	none			0	0	0	
	——Turkey	5	0	0	5	5	0	
	Plums French	none			0	0	0	
	Prunes new	2	16	0	3	0	0	
	Muscatels	10	0	0	12	0	0	
	Bloom or Jar	8	0	0	0	0	0	
	Sun or Solis new	3	16	0	0	0	0	
	Belvedere	0	0	0	0	0	0	
	Denia or Malaga	3	0	0	0	0	0	
	Sultana	none			0	0	0	
	Lipari new	0	0	0	0	0	0	
	Smyrna Black	0	0	0	0	0	0	
	——Red	4	4	0	0	0	0	
Rags Hambro' SPF		0	0	0	3	16	0	C.
——FF		3	0	0	0	0	0	
——FX		2	2	0	0	0	0	
——Italian fine		3	15	0	0	0	0	
——Seconds		3	0	0	0	0	0	
Rice Carolina (new)		1	15	0	2	4	0	
——bonded		1	8	0	1	14	0	
——East India		none			0	0	0	
Rosin English Black		22	0	0	23	0	0	
——Yellow		24	0	0	25	0	0	
Rum Jamaica		0	0	0	0	5	6	G.
——Leeward Island		0	4	10	0	5	3	
SACCARUM Saturni		0	1	3	0	0	0	lb.
Saffiower		6	10	0	7	0	0	C.
Saltpetre Ea. In. Rough		3	17	0	0	0	0	
——British Refined		4	5	0	0	0	0	
Smalts FFE		0	5	1	0	0	0	lb.
——FE		0	3	0	0	0	0	
——OC		0	2	4	0	0	0	
——MEB.		0	2	6	0	0	0	
Shumack Faro		1	1	0	1	2	6	C.
——Malaga		1	1	0	1	2	6	
——Oporto		none			0	0	0	
——Sicily		1	2	0	1	3	6	
——American		none			0	0	0	
Skins undressed	Goat Turkey	1	5	0	2	15	0	D.
	—Mogadore	1	15	6	2	10	0	
	Lamb Italian	6	15	0	7	10	0	
	—— Spanish	6	0	0	6	10	0	
	Kid Italian	6	0	0	7	10	0	
	—— Spanish	6	0	0	9	0	0	120 sk.
	Seal Greenl.	0	2	11	0	0	0	sk.
	—So. Fishery	0	6	0	0	10	0	
	Calf British	0	10	0	0	12	6	
	—For. salted	0	0	6	0	0	11½	lb.
Silk Thrown 16 oz. Raw 16 oz. to a lb.	Bengal Skein	0	15	0	0	22	0	
	—— Novis	0	23	0	0	40	0	
	China 3 moss	none			0	0	0	
	—— 6 moss	0	31	0	0	38	0	
	Possombrone	0	63	0	0	0	0	
	Friuli first	none			0	0	0	
	—— second	none			0	0	0	
	Milan	none			0	0	0	
	Reggio	0	28	0	0	30	0	
	Brutia	0	65	0	0	70	0	
Silk Thrown 16 oz. to a lb.	Bergam	0	84	0	0	90	0	
	Brescia	none			0	0	0	
	Modena	none			0	0	0	
	Piedm.	0	90	0	0	126	0	
	Milan	0	0	0	0	0	0	

		FROM £	s.	d.	TO £	s.	d.	per
Spices Cinnamon		0	9	0	0	10	0	lb.
——Bonded		0	7	0	0	7	6	
——Cloves		0	8	0	0	8	9	
——Bonded		0	3	9	0	4	6	
——Mace Long		2	6	0	2	7	0	
——Bonded		1	10	0	1	16	0	
——Nutmegs		1	0	0	1	4	0	
——Bonded		0	17	9	1	2	0	
Ginger Barbadoes W.		4	2	0	4	4	0	C.
——Jamaica Black		3	4	0	3	5	0	
——White		8	15	0	11	10	0	
——East India		3	10	0	4	0	0	lb.
Pepper		0	2	6	0	0	0	
——Light		0	2	4	0	0	0	
——White		0	4	4	0	0	0	
——Dust		0	6	0	0	7	0	
——Long		7	10	0	8	0	0	C.
Pimento or Jam. Pep.		0	1	10	0	1	11	lb.
Spirits Malt		0	15	3	0	0	0	G.
STAVES, Memel Ham. & Stet. Dantzic Quebec Americ.	Barrel	uncertain			0	0	0	per 1000 Staves
	Hogshead				0	0	0	
	Pipe				0	0	0	
	Barrel Single				0	0	0	
	HogsheadSingle				0	0	0	
	Pipe Single				0	0	0	
	Brack Hhd.				0	0	0	
	——Pipe				0	0	0	
	Crown Hhd.				0	0	0	
	——Pipe				0	0	0	
	Barrel				0	0	0	
	Long Head				0	0	0	
	Short Head				0	0	0	
	Pipe				0	0	0	
	Barrel				0	0	0	
	Brack Pipe 1				0	0	0	
	——2				0	0	0	
SUGAR. Waterside Prices.	Antigua	0	71	0	0	80	0	C.
	Barba. Clayed 3d	0	73	0	0	76	0	
	——2d	0	78	0	0	83	0	
	——1s	0	83	0	0	92	0	
	Musco. orbrown	0	76	0	0	80	0	
	Dom. Nev. & Tor.	0	75	0	0	75	0	
	Grenada Muscov.	0	71	0	0	72	0	
	Jamaica brown	0	68	0	0	72	0	
	—— middling	0	72	0	0	75	0	
	—— good	0	74	0	0	77	0	
	—— fine	0	76	0	0	81	0	
	St Kitts & Monts.	0	73	0	0	80	0	
	Tabago & St Vin.	0	74	0	0	78	0	
	Surinam & Dem.	0	70	0	0	76	0	
	Trinidad	0	71	0	0	77	0	
	East India	0	68	0	0	72	0	
Sugar Bakers Prices.	Ground tips	0	70	0	0	0	0	
	—— middles	0	74	0	0	0	0	
	—— Faces	0	84	0	0	0	0	
	Lumps very Bro.	0	103	0	0	0	0	
	——Better	0	104	0	0	0	0	
	——Middling	0	102	0	0	104	0	
	——Best	0	108	0	0	114	0	
	Sing. Loa. Brown	0	100	0	0	0	0	
	——Middling	0	104	0	0	0	0	
	——Best	0	114	0	0	0	0	
	Powder Loaves	0	106	0	0	124	0	
	Molasses	0	44	0	0	0	0	

	FROM £	s.	d.	TO £	s.	d.	per
TALLOW Town Melt.	5	10	6	0	0	0	C.
—— Russian Yellow	5	16	0	0	0	0	
—— —— White	5	10	0	0	0	0	
—— —— Soap	5	11	0	0	0	0	
Rough Fat aver. of 3 m.	0	6	5	0	0	0	St
TAR Carolina	uncert.			0	0	0	Bl
——Virginia				0	0	0	
——Archangel	2	0	0	0	0	0	
——Stockholm	2	4	0	2	5	0	
TEA by the Package without Duty or Excise.							
——Bohea Common	0	1	6	0	1	10	lb.
—— —— Middling	0	1	11	0	2	3	
——Congou Common	0	3	2	0	3	4	
—— —— Best	0	3	5	0	3	8	
——Campoi Common	0	3	4	0	0	0	
—— —— Best	0	3	5	0	3	8	
——Pekoe	0	4	4	0	5	6	
——Twankay Com.	0	3	5	0	5	6	
—— —— Best	0	3	7	0	3	9	
——Hyson Skin Com.	0	3	6	0	3	8	
—— —— Fine	0	3	9	0	4	0	
——Hyson Common	0	4	6	0	4	8	
—— —— Middling	0	4	9	0	5	0	
—— —— Fine	0	5	1	0	5	9	
——Gunpowder	0	6	6	0	8	6	
TIN in bars on board	6	2	0	0	0	0	C
——In Blocks do.	6	3	0	0	0	0	
——Grain in blocks ——on Shore	8	0	0	8	8	0	
TIMBER. Deals Dantz 3inby40 ft	1	12	0	0	0	0	each per C. rd.
—— 2½ —— 36	0	0	0	0	0	0	
—— 2 —— 30	none at			market			
Archangel	32	0	0	0	0	0	
Petersburgh	35	0	0	0	0	0	
Narva Yellow	20	0	0	20	10	0	
—— White	18	0	0	18	10	0	
Dantzick Fir	10	10	0	0	0	0	
Memel Fir	10	10	0	0	0	0	
Riga Fir	10	10	0	0	0	0	
American Oak Board	none.			0	0	0	
Pine Boards				0	0	0	
Timber				0	0	0	
Tobacco bonded Maryland fi.	0	1	3	0	0	0	lb.
Good Colour	0	1	1	0	0	0	
—— Middling do.	0	1	0	0	0	0	
—— Brown or Ord.	0	0	10	0	0	0	
—— Virginia fine	0	1	6	0	0	0	

	FROM £	s.	d.	TO £	s.	d.	per lb.
—— Middling	0	1	4	0	0	0	
—— Ordinary	0	1	1½	0	0	0	
—— Rappahanock	0	1	2	0	0	0	
—— Carolina	0	1	2	0	0	0	
—— Georgia	0	1	2	0	0	0	
—— Strip leaf	0	1	9	0	0	0	
—— Turkey	0	1	2	0	1	4	
Tortoishell	0	17	6	1	4	0	
Turpentine American	0	42	0	0	0	0	C.
Valonia	21	0	0	0	0	0	T.
Vermillion Dutch	0	5	0	0	5	6	lb.
—— China	0	0	0	0	0	0	
WAX Bees English	17	0	0	0	0	0	C.
—— American	16	10	0	17	0	0	
—— African	10	15	0	13	10	0	
—— Dantzig & Ham.	17	10	0	0	0	0	
—— Hambro' white	0	3	6	0	3	10	lb.
Greenland Whalefins	38	0	0	0	0	0	
South Fishery do.	16	0	0	0	0	0	
WINE Prices of Dealers Red Port	90	0	0	96	0	0	P.
—— Old	100	0	0	0	0	0	
Sherry	92	0	0	100	0	0	Bt
Lisbon	87	0	0	90	0	0	P.
Vidonia	75	0	0	78	0	0	
Bucellas	95	0	0	0	0	0	
Mount. Old	75	0	0	80	0	0	Bt
Madeira Old	80	0	0	120	0	0	P.
Claret	70	0	0	90	0	0	H.
Rhenish	0	0	0	0	0	0	A.
Wood Box American	0	0	0	0	0	0	T.
—— Turkey	16	0	0	23	0	0	
—— Cedar Carolina	0	0	6½	0	0	9	Ft
—— Jamaica	0	1	0	0	0	0	
Lignum Vitæ Jamaica	20	0	0	25	0	0	T.
—— Providence	14	0	0	21	0	0	
——Mahogany Hispa.	0	1	8	0	2	4	Ft
—— Honduras	0	1	3	0	1	6	
—— Providence	0	1	0	0	1	4	
Wool Beav. Ruffing Best	0	69	0	0	0	0	lb.
—— Wooms Brown	0	63	0	0	0	0	
—— Inferior	0	55	0	0	0	0	
—— Best White	0	57	0	0	0	0	
—— Inferior	0	52	0	0	0	0	
—— White Stage	0	46	0	0	0	0	
—— Coat Seasoned	0	40	0	0	0	0	
—— Old	uncert.			0	0	0	
——Coney English	0	17	6	0	0	0	
——Goats Aleppo	uncer			0	0	0	
—— Smyrna	0	4	6	0	5	9	
——Vigonia Red	0	11	0	0	14	0	
—— Pale	0	4	6	0	5	0	
Yarn Mohair Smyrna	0	4	6	0	9	0	

STATE OF THE ROYAL NAVY, November, 1808.—Grand Total, 1121.

	Of the line.	50 to 44.	Frigates.	Sloops.	Gun-brgs.	Total.
In Commission	125	16	164	237	230	772
Building	60	—	15	22	6	103
In Ordinary	46	13	56	49	15	179

Daily Prices of STOCKS, from 20th of October, to 20th of November 1808.

		Bank Stock.	3 per Cent. Reduced.	3 per Cent. Consols.	4 per Cent. Cons. 1780.	3 per Cent. Def.	Navy 5 per Cent.	Long Annuities.	Consol Short Ann s.	5 per Cent. 1797.	Omnium.	Imperial 3 per Cent.	Ditto Annuities.	India Stock.	India Scrip.	India Bonds.	Old Annuities.	New Ditto.	Navy and Vict. Bills.	3½ d. Exchequer Bills.	Lottery Tickets.	Consols for Acct.	Irish Omnium.	Irish 5 per Cent.
																					£ s. d.			
Oct	21	—	—	66⅞	81⅞	—	99	18⅞	—	—	1 1/16 ⅜ d	—	—	—	—	3 4p	—	—	—	5 7p	21 15 0	66⅛	—	—
	22	—	66½	66⅛	81⅝	—	99½	18⅜	—	—	1 1/16 ⅜ d	—	—	180½	—	4 5p	—	—	—	5 8p	do	67⅛	—	—
	24	—	66⅜	67	81½	—	99⅛	18⅛	—	—	1 ⅛ d	—	—	—	—	4 5p	—	—	—	5 8p	do	67⅛	—	—
	25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	26	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	27	235½	66¼	—	81⅜	—	99⅛	18⅛	—	—	1 1/16 d	—	—	179¾	—	4 5p	—	—	—	5 8p	do	67⅛	—	—
	28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	29	—	66⅜	67⅛	81⅞	—	99⅞	18⅛	—	—	3 1/16 2 1/16 d	—	—	—	—	4 6p	—	—	—	6 9p	do	67⅛	—	—
	31	—	66⅛	67⅛	82⅛	—	99⅛	18 1/16	—	—	½ pr. par	—	—	179⅛	—	5 6p	—	—	—	6 9p	do	67½	—	—
Nov.	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	2	235¾	66½	67 1/16	82⅛	—	99⅞	18½	—	—	½ ¼p	65⅛	—	—	—	5 6p	—	—	—	7 9p	do	67⅛	—	—
	3	237	66⅝	67⅛	83⅛	—	99⅛	18⅛	—	—	—	—	7¼	—	—	5 6p	7⅛	—	—	9 6p	do	—	—	—
	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	95⅛
	7	236 1/16	66⅝	67⅜	82⅞	—	99 1/16	18⅛	—	—	½ pr. p	—	7⅛	131	—	6 7p	7⅛	—	—	4 8p	do	67⅞	—	95⅛
	8	237	67⅛	67⅛	82⅝	—	99⅛	18⅛	—	—	pr. ½ dis	65⅞	7⅛	—	—	6 7p	7⅛	—	—	6 8p	do	67⅛	—	—
	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	10	237	66⅛	67⅜	82⅛	—	99⅞	18⅛	—	—	1/16 ⅛ dis	65	7⅛	181	—	6 7p	7⅛	—	—	6 9p	do	67⅛	—	95⅛
	11	—	66⅛	67⅜	82	—	99⅝	18 1/16	—	—	¼ ⅛ dis	65⅛	—	181½	—	6 7p	—	—	—	6 9p	do	67⅛	—	—
	12	—	66⅜	67⅞	82⅛	—	99⅞	18⅛	—	—	1/16 d	—	7 1/16	181½	—	6 7p	—	—	—	6 9p	do	67⅜	—	—
	14	237	66¼	67	82⅜	—	99⅛	18⅛	—	—	⅛ d	65⅛	7 1/16	—	—	6 7p	—	—	—	6 9p	do	67	—	95⅛
	15	238	66⅜	67	82⅜	—	99⅜	18⅛	—	—	⅛ d	65⅛	—	—	—	6 7p	—	—	—	9 5p	do	67	—	—
	16	238	66	66½	81½	—	99⅞	18⅛	—	—	1/16 d	—	7⅛	182½	—	6 7p	—	—	—	5 7p	do	66⅞	—	—
	17	237½	66⅞	66¼	81⅞	—	98⅝	18⅛	—	—	1/16 d	—	7 1/16	183½	—	6 5 6p	—	—	—	5 8p	do	66⅜	—	—
	18	—	66	66⅜	81⅜	—	99⅛	18 1/16	—	—	—	64⅞	7⅛	183½	—	5 6p	—	—	—	5 8p	do	66⅜	—	—
	19	237½	66	66⅛	81⅜	—	99⅛	18 1/16	—	—	—	64⅞	7⅛	183½	—	5 6p	—	—	—	5 8p	do	66⅜	—	—
	20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

The above are taken at the highest prices of the day.

ISAAC VALE, Stock-Broker, 14, Bishopsgate Without

The above are taken at the highest points of the day.]

ISAAC VALE, Pocket-Broker, 19, Bishopsgate Street.